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Ministry of Road Transport and Highways

7

TECHNICAL CIRCULARS AND DIRECTIVES ON NATIONAL HIGHWAYS AND CENTRALLY SPONSORED ROAD AND BRIDGE PROJECTS

ADDENDUM NO. 7

(JANUARY 2005 – DECEMBER 2008)

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FOREWORD

The Ministry of Road Transport and Highways is entrusted with the task of development, maintenance and management of National Highways in the country. The proposals for development and maintenance are framed by the State PWDs and in the case of NHAI by the Consultants. For proper preparation of the proposals and estimates by the PWD/Consultants, Policy Circulars on various subjects are issued by this Ministry from time to time. These Circulars are based on the feedback received from the various State PWDs/NHAI. Knowledge of Ministry's Circulars are required by one and all, as project preparation and examination of proposals require information of Ministry's directive on the various issues involved. These Circulars cover all topics related to development and maintenance of National Highways and other Centrally Sponsored Road and Bridge Works. They broadly cover policy matters, planning, design standards, project implementation & monitoring, maintenance of road and bridge works etc. They provide valuable guidance to the highway engineers in their day-to-day work.

In order to have all these circulars at one place, for convenience in accessibility and retrieval, the Ministry has brought out the Compendium of all such Circulars issued from time to time. The first set of Compendiums was issued in July, 1986. Subsequently, the Ministry had also issued six sets of Addendum of all such Circulars issued thereafter. Between the period from January, 2005 to December, 2008 after the publication of the last Addendum No. 6, a large number of Circulars and Guidelines in various aspects of Highway Engineering have been issued by this Ministry. These have now being compiled and are being published as 7th Addendum. These circulars have been arranged in chronological order and subject-wise as per classification adopted in previous publications. A new sub-section No. 7495 pertaining to Right to Information has been introduced in this Addendum. The work of compilation of the Circulars was handled by Shri Arun Kumar Sharma, Chief Engineer (B)S&R.

I hope this compilation will benefit the highway profession. Any feedback from all concerned would be most welcome for making improvements in the future editions of the Addendum.

(Nirmaljit Singh)
Director General (Road Development) & Spl. Secretary
Government of India
Ministry of Road Transport & Highways
New Delhi

Dated: 11th November, 2009

MINISTRY'S TECHNICAL CIRCULARS AND DIRECTIVES ON NATIONAL HIGHWAYS AND CENTRALLY SPONSORED ROAD AND BRIDGE PROJECTS

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112.5

The Control of National Highways (Land and Traffic) Act, 2002
(13 of 2003)

(14th January, 2003)

An Act to provide for control of land within the National Highways, right of way and taffic moving on the National Highways and also for removal of unauthorised occupation thereon.

Be it enacted by Parliament in the Fifty-third Year of the Republic of India as follows:-

CHAPTER I

PRELIMINARY

1. **Short title, extent and commencement**–(1) This Act may be called the Control of National Highways (Land and Taffic) Act, 2002.

(2) It extends to the whole of India.

(3) It shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint and different dates may be appointed for different provisions of this Act.

2. **Definitions**–In this Act, unless the context otherwise requires–

(a) "appointed day", in relation to a Tribunal, means the date on which such Tribunal is established under sub-section (1) of section 5;

(b) "building" means any work of construction done in any manner by use of any material and includes a farm building for agricultural purposes, plinth, doorstep, wall, drain, advertisement board and other things fixed with such building;

(c) "construct" with its grammatical variations, in relation to a building, means to construct, reconstruct, erect, re-erect, extent or alter structurally a building;

(d) "cost of land" means the market value of the land as determined by the competent authority of the State Government or the Government of the Union territory appointed for such determination, as the case may be;

(e) "Highway" means a National Highway declared as such under section 2 of the National Highways Act, 1956 (48 of 1956) and includes any Expressway or Express Highgway vested in the Central Government, whether surfaced or unsurfaced, and also includes–

(i) all lands appurtenant to the Highway, whether demarcated or not, acquired for the purpose of the Highway or transferred for such purpose by the State Government to the Central Government;

(ii) all bridges, culverts, tunnels, causeways, carriageways and other structures constructed on or across such Highways; and

(iii) all trees, railings, fences, posts, paths, signs, signals, kilometre stones and other Highway accessories and materials on such Highways;

(f) "Highway Administration" means the Highway Administration established under section 3;

(g) "Highway land" means the land of which the Central Government is, or is deemed to be, the owner under sub-section (I) of section 23;

(h) "land" includes benefits arising out of land and things attached to the earth or permanently fastened to anything attached to the earth;

(i) "means of access" means any permanent means of access, whether private or public, for vehicles of any kind;

(j) "premises" means any land or building or part of a building and includes–

(i) the garden, grounds and out houses, if any, appertaining to such building or part of a building; and

(ii) any fittings affixed to such building or part of a building for the more beneficial enjoyment thereof;

(k) "prescribed" means prescribed by rules made under this Act;

(l) "Tribunal" means the National Highways Tribunal established under sub-section (1) of section 5;

(m) "unauthorised occuption" means any occupation of the highway land, without permission under this Act for such purpose, by a person who–

(i) is trespasser on the Highway; or

(ii) for the time being is paying or is liable to pay to other person rent or any portion of the rent of the premises on a Highway; or

(iii) lives in or otherwise uses any premises on a Highway; or

(iv) is a rent-free tenant of any premises on a Highways; or

(v) is a licensee of any premises on a Highway for its possession;

or

(vi) is liable to pay damages to the owner of any premises on Highway for the use or possession of such premises;

(n) "vehicle" means a barrow, sledge, plough, drag and any wheeled or tracked conveyance of any description capable of being used on a Highway.

6. **Composition of Tribunal**– (1) A Tribunal shall consist of one person only (hereinafter referred to as the Presiding Officer) to be appointed, by notification in the Official Gazette, by the Central Government.

(2) Notwithstanding anything contained in sub-section (1), the Central Government may authorise the Presiding Officer of one Tribunal to discharge also the functions of the Presiding Officer of another Tribunal.

7. **Qualificaiton for appointment as Presiding Officer**– A person shall not be qualified for appointment as the Presiding Officer of a Tribunal unless he–

(a) is qualified to be a Judge of a High Court; or

(b) has been a member of the Indian Legal Service and has held a post not less than Grade II of that Service.

8. **Term of office**– The Presiding Officer of a Tribunal shall hold office from the date on which he enters upon his office till he attains the age of sixty-two years.

9. **Staff of Tribunal**– (1) The Central Government shall provide the Tribunal with such officers and employees as that Government thinks fit.

(2) The officers and employees of a Tribunal shall discharge their functions under general superintendence of the Presiding Officer.

(3) The salary, allowances and other conditions of service of the officers and employees of a Tribunal shall be such as may be prescribed.

10. **Salary and allowances and other terms and conditions of service of Presiding Officer**– The

salary and allowances payable to, and the other terms and conditions of service including pension, gratuity and other retirement benefits of, the Presiding Officer of a Tribunal shall be such as may be prescribed.

Provide that neither the salary and allowances nor the other terms and conditions of service of the Presiding Officer shall be varied to his disavantage after his appointment.

11. **Vacancies in Tribunal**– If, for any reason other than temporary absence, any vacancy occurs in the office of the Presiding Officer of a Tribunal, then, the Central Government shall appoint another person in accordance with the provisions of this Act to fill the vacancy and the proceedings may be continued before the Tribunal from the stage at which the vacancy is filled.

12. **Resignation and removal**– (1) The Presiding Officer of a Tribunal may, by notice in writing under his hand addressed to the Central Government, resign his office.

Provided that the said Presiding Officer shall, unless he is permitted by the Central Government to relinquish his office sooner, continue to hold office until the expiry of three months from the date of receipt of such notice or untill a person duly appointed as his successor enters upon his office or until the expiry of his term of office, whichever is earlier.

(2) The Presiding Officer of a Tribunal shall not be removed from his office except by an order made by the Central Government on the ground of proved misbehaviour or incapacity after an inquiry made by a Judge of a High Court, in which the Presiding Officer has been informed of the changes against him and given a reasonable opportunity of being heard in respect of those charges.

(3) The Central Government may, by rules, regulate the procedure for the investigation of misbehaviour or incapacity of the Presiding Officer referred to in sub-section (2).

13. **Financial and administrative powers of Presiding Officer**– The Presiding Officer of a Tribunal shall exercise such financial and administrative powers as may be prescribed.

14. **Jurisdiction, power and authority of Tribunal**– A Tribunal shall exercise, on and from the appointed day, the jurisdiction, powers and authority to entertain appeals from the orders passed or actions (except issuance or serving of notices) taken under sections 26, 27, 28, 36, 37 and 38 by the Highway Administration or an officer authorised on its behalf, as the case may be.

15. **Bar of Jurisdiction**– On and from the appointed day, not court (except the Supreme Court and a High Court exercising jurisdiction under articles 226 and 227 of the Constitution) or other authority, except the Tribunal shall have, or be entitled to exercise, any jurisdiction, powers or authority in relation to the matters specified in section 14.

16. **Procedure and powers of Tribunal**– (1) The Tribunal shall not be bound by the procedure laid down by the Code of Civil Procedure, 1908 (5 of 1908), but shall be guided by the principles of natural justice and, subject to the other provisions of this Act and of any rules, the Tribunal shall have powers to regulate its own procedure including the places at which it shall have its sittings.

(2) The appeal filed before the Tribunal under section 14 shall be dealt with by it as expeditiously as possible and endeavour shall be made by it to dispose of the appeal finally within four months from the date of the receipt of the appeal.

(3) The Tribunal shall have, for the purposes of discharging its functions under this Act, the same powers as are vested in a civil court under the Code of Civil Procedure, 1908 (5 of 1908) while trying a suit, in respect of the following matters, namely:-

(a) summoning and enforcing the attendance of any person and examining him on oath;

(b) requiring the discovery and production of documents;

(c) receiving evidence on affidavits;

(d) issuing commissions for examination of witnesses or documents;

(e) reviewing its decisions;

(f) dismissing an appeal or application for default or deciding it ex-parte;

(g) setting aside any order of dismissal of any appeal or application for default or any order passed by it ex-parte; and

(h) any other matter which may be prescribed.

(4) Any proceeding before the Tribunal shall be deemed to be a judical proceeding within the meaning of sections 193 and 228, and and for the purposes of section 196, of the Indian Penal Code (45 of 1860) and the Tribunal shall be deemed to be a civil court for all the purposes of section 195 and Chapter XXVI of the Code of Criminal Procedure, 1973 (2 of 1974).

17. **Conditions as to making of interim order**– Notwithstanding anything contained in any other provision of this Act or in any other law for the time being in force, no interim order (whether by way of injunction or stay or in any other manner) shall be made on, or in any proceeding relating to, an application or appeal unless–

(a) copies of such application or appeal and of all documents in support of the plea for such interim order are furnished to the party against whom such application is made or appeal is preferred; and

(b) opportunity is given to such party to be heard in the matter:

Provided that the Tribunal and dispense with the requirements of clauses (a) and (b) and make an interim order as an exceptional measure if it is satisfied, for reasons to be recorded in writing, that it is necessary so to do for preventing any loss being caused to the applicant or the appellant, as the case may be, which cannot be adequately compensated in money; but any such interim order shall, if it is not sooner vacated, cease to have effect on the expiry of a period of fourteen days from the date on which it is made unless the said requirements have been complied with before the expiry of that period and the Tribunal has continued the operation of the interim order.

18. **Execution of orders of Tribunal**– (1) An order passed by the Tribunal under this Act shall be executable by the Tribunal as a decree of a civil court, and for this purpose, the Tribunal shall have all the powers of the civil court.

(2) Notwithstanding anything contained in sub-section (1), the Tribunal may transmit any order made by it to the civil court having local jurisdiction and such civil court shall execute the order as if it were a decree made by that court.

19. **Limitation**– Every appeal to the Tribunal under this Act shall be preferred within a period of sxity days from the date on which the order appealed against has been made:

Provided that an appeal may be admitted after the expiry of the said period of sxity days, if the appellant satisfies the Tribunal that he had sufficient cause for not preferring the appeal within the specified period.

20. **Appointment of officers to act on behalf of Highway Administration**– (1) The Highway Administration may, if it thinks fit after the approval of the Central Government, by notification in the Official Gazette, appoint such–

(a) gazetted officer of the Central Government; or

(b) gazetted officer of the State Government; or

(c) officer of the National Highways, Authority of India constituted under section 3 of the National Highways Authority of India, Act, 1988 (68 of 1988) or any other authority constituted under any other enactment, equivalent to a gazetted officer of the Central Government or the State Government, to exercise such powers and discharge such functions of the Highway Administration as may be specified in the notification.

(2) The Highway Administration may specify in the notification under sub-section (1), the limits of the Highway within which or the length of the Highway on which an officer appointed under that sub-section shall exercise the powers and discharge the functions.

21. **Delegation of powers**– The Central Government may, by notification in the Official Gazette, direct that any power exercisable by it (except the powers conferred by section 50) under this Act shall, subject to such conditions, if any, as may be specified in the notification, be exercisable by a State Government or any other authority or an officer of the State Government as may be specified in the notification.

22. **Power to transfer jurisdiction**– The Central Government may, at any time, by notification in the

Official Gazette, transfer the jurisdiction of a Highway Administration defined under clause (b) of sub-section (1) of section 3 to other Highway Admininistration, and on the transfer the Highway Administration shall cease to have and such other Highway Administration shall, subject to the conditions, if any, specified in the notification, have all the powers and authority, exercisable by the Highway Administration before such transfer of jurisdiction.

CHAPTER II

PREVENTION OF UNAUTHORISED OCCUPATION OF HIGHWAY LAND AND THEIR REMOVAL

23. Highway land to be deemed as property of Central Government– (1) All lands forming parts of a Highway which vest in the Central Government or which do not already vest in the Central Government but have been acquired for the purpose of Highway shall, for the purposes of this Act, and other Central Acts, be deemed to be the property of the Central Government as owner thereof.

(2) The Highway Administration shall cause to be maintained a record in the prescribed manner in which the particulars of the lands, relating to the Highway, of which the Central Government is the owner shall be entered and the entries of the particulars of such lands in any record maintained for such purpose before the commencement of this Act shall be deemed to be the entry of the particulars of such lands made in the first said record and accordingly the Central Government shall be deemed to be the owner of the lands regarding which the entries have been made in such records maintained before the commencement of this Act.

(3) Any person claiming against the owernship of the Central Government referred to in sub-section (2) shall make written complaint to the Highway Administration and prove his claim before it and the Highway Administration, after considering the evidence produced by such person, may correct such records or reject the claim.

COMMENTS

All lands forming parts of a Highway which vest in the Central Government or which do not already vest in the Central Government but have been acquired for the purpose of Highway shall be deemed to be the property of the Central Government as owner thereof.

24. **Prevention of occupation of highway land**– (1) No person shall occupy any highway land or discharge any material through drain on such land without obtaining prior permission, for such purpose in writing, of the Highway Administration or any officer authorised by such Administration in this behalf.

(2) The Highway Administration or the officer authorised under sub-section (1) may, on an application made by a person in this behalf and having regard to the safety and convenience of traffic, grant permission to such person–

(i) to place a movable structure on the Highway in front of any building owned by him or to make a movable structure on support of such building and over the Highway, or

(ii) to put up a temporary lawning or tent or other similar construction or a temporary stall or scaffolding on the Highway, or

(iii) to deposit or cause to be deposited, building materials, goods, for sale or other articles on any Highway, or

(iv) to make a temporary excavation for carrying out any repairs or improvements to adjoining buildings,

and such permission shall be granted subject to the conditions and on payment of the rent and other charges by issuing permit in the form as may be prescribed:

Provided that no such permission shall be valid beyond a period of one month at a time from the date on which the permission has been granted unless it is renewed by the Highway Administration or such officer on an application made by such person for the renewal of the permission.

(3) The permission granted under sub-section (2) shall specify therein–

(i) the time up to which the permission is granted;

(ii) the purpose of such permission;

(iii) the portion of the Highway in respect of which the permission has been granted,

and shall be accompanied with a plan or sketch of such portion of Highway.

(4) The person, to whom the permit has been issued under sub-section (2), shall produce the permit for inspection whenever called upon to do so by any officer of the Highway Administration and shall, on the expiry of the permission granted under such permit, restore the portion of the Highway specified in the permit in such condition as it was immediately before the issuing of such permit and deliver the possession of such portion to the Higwhay Administration.

(5) The Highway Administration or the officer issuing the permit under sub-section (2) shall maintain a complete record of all such permits issued, and shall also ensure in every case at the expiration of the period up to which the permission under a permit is granted under that sub-section that the possession of the portion of the Highway in respect of which such permission was granted has been delivered to the Highway Administration.

COMMENTS

No person can occupy and highway land or discharge any material through drain on such land without written permission of the Highway Administration.

25. **Grant of lease or licence of highway land for temporary use**– The Highway Administration or the officer authorised by such Administration in this behalf may, having regard to the safety and convenience of traffic and subject to such conditions as may be prescribed and on payment of prescribed rent or other charges, grant lease or licence of highway land to a person for temporary use:

Provided that no such lease shall be valid for more than five year at a time from the date on which such lease has been granted unless renewed by the Highway Administration or such officer.

26. **Removal of unauthorised occupation**– (1) Where the Highway Administration or the officer authorised by such Administration in this behalf is of the opinion that it is necessary in the interest of traffic safety or convenience to cancel any permit issued under sub-section (2) of section 24, it may, after recording the reasons in writing for doing so, cancel such permit and, thereupon, the person to whom the permission was granted shall, within the period specified by an order made by the Highway Administration or such officer restore the portion of the Highway specified in the permit in such condition as it was immediately before the issuing of such permit and deliver the possession of such portion to the Highway Administration and in case such person fails to deliver such possession within such period, he shall be deemed to be in unauthorised occupation of highway land for the purposes of this section and section 27.

(2) When, as a result of the periodical inspection of highway land or otherwise, the Highway Administration or the officer authorised by such Administration in this behalf is satisfied that any unathorised occupation has taken place on highway land, the Highway Administration or the officer so authorised shall serve a notice in a prescribed form on the person causing or responsible for such unauthorised occupation requiring him to remove such unauthorised occuption and to restore such highway land in its original condition as before the unauthorised occuption within the period specified in the notice.

(3) The noticed under sub-section (2) shall specify therein the highway land in respect of which such notice is issued, the period within which the unathorised occupation on such land is required to be removed, the place and time of hearing any representation, if any, which the person to whom the notice is addressed may make within the time specified in the notice and that failure to comply with such notice shall render the person specified in the notice liable to penalty, and summary eviction from the highway land in respect of which such notice is issued, under sub-section (6).

(4) The service of the notice under-section (2) shall be made by delivering a copy thereof to the person to whom such notice is addressed or to his agent or other person on his behalf or by registered post addressed to the person to whom such notice is addressed and an acknowledgement purporting to be signed by such person or his agent or other person on his behalf or an endorsement by a postal employee that such person or his agent or such other person on his behalf has refused to take delivery may be deemed to be prima facie proof of service.

(5) Where the service of the notice is not made in the manner provided under sub-section (4), the contents of the notice shall be advertised in a local newspaper for the knowledge of the person to whom the notice is addressed and such advertisement shall be deemed to be the service of such notice on such person.

(6) Where the service of notice under sub-section (2) has been made under sub-section (4) or sub-section (5) and the unauthorised occupation on the highway land in respect of which such notice is served has not been removed within the time specified in the notice for such purpose and no reasonable cause has been shown before the Highway Administration or the officer authorised by such Administration in this behalf for not so removing unauthorised occupation, the Highway Administration or such officer, as the case may be, shall cause such unauthorised occupation to be removed at the expenses of the Central Government or the State Government, as the case may be, and impose penalty on the person to whom the notice is addressed which shall be five hundred rupees per square metre of the land so unauthorisedly occupied and where the penalty so imposed is less than the cost of such land, the penalty may be extended equal to such cost.

(7) Notwithstanding anything contained in this section, the Highway Administration or the officer authorised by such Administration in this behalf shall have power without issuing any notice under this section to remove the unauthorised occupation on the highway land, if such unauthorised occupation is in the nature of–

(a) exposing any goods or article–

(i) in open air; or

(ii) through temporary stall, kiosk, booth or any other shop of temporary nature,

(b) construction or creation, whether temporary or permanent, or

(c) trespass or other unauthorised occupation which can be removed easily without use of any machine or other device,

and in removing such occupation, the Highway Administration or such officer may take assistance of the police, if necessary, to remove such occupation by use of the reasonable force necessary for such removal.

(8) Notwithstanding anything contained in this section, if the Highway Administration or the officer authorised by such Administration in this behalf is of the opinion that any unauthorised occuption on the highway land is of such a nature that the immediate removal of which is necessary in the interest of–

(a) the safety of taffic on the Highway; or

(b) the safety of any structure forming part of the Highway,

and no notice can be served on the person responsible for such unauthorised occupation under this section without undue delay owing to his absence or for any other reason, the Highway Administration or the officer authorised by such Administration may make such construction including alteration of any construction as may be feasible at the prescribed cost necessary for the safety referred to in clause (a) or clause (b) or have such unauthorised occupation removed in the manner specified in sub-section (7).

(9) The Highway Administration or an officer authorised by such Administration in this behalf shall, for the purposes of this section or section 27, have the same powers as are vested in a civil court under the Code of Civil Procedure, 1908 (5 of 1908), while trying a suit, in respect of the following matters, namely:–

(a) summoning and enforcing the attendance of any person and examining him on oath;

(b) requiring the discovery and production of documents;

(c) issuing commissions for the examination of witnesses; and

(d) any other matter which may be prescribed,

and any proceeding before such Administration or officer shall be deemed to be a judicial proceeding within the meaning of sections 193 and 228, and for the purposes of section 196, of the Indian Penal Code (45 of 1860) and the Administration or the officer shall be deemed to be a civil court for the purposes of section 195 and Chapter XXVI of the Code of Criminal Procedure, 1973 (2 of 1974).

27. **Recovery of cost of removal of unauthorised occupation and fine imposed**– (1) Where a Highway Administration or the officer authorised by such Administration in this behalf has removed any unauthorised occupation or made any construction including alteration of construction in respect of any unauthorised occupation

or repaired any damage under sub-section (2) of section 36, the expenditure incurred in such removal or repair together with fifteen per cent of additional charges or any fine imposed under this Act shall be recoverable in the manner hereinafter provided in this section.

(2) The Highway Administration or the officer authorised in this behalf by such Administration shall serve a copy of the bill in the prescribed form indicating therein the expenditure, additional charges or fine recoverable under sub-section (1) on the person from whom such expenditure, additional charges or fine is recoverable and the provisions of section 26 relating to the service of notice shall apply for the service of copy of the bill under this sub-section as if for the world "notice" the word "bill" has been substituted in that section.

(3) A copy of the bill referred to in sub-section (2) shall be accompanied with a certificate issued by the Highway Administration or the officer authorised by such Administration in this behalf and the amount indicated in the bill shall be the conclusive proof that such amount is the expenditure actually incurred for all or any of the purposes referred to in sub-section (1) as indicated in the bill.

(4) Where a Highway Administration or the officer authorised in this behalf by such Administration has removed any unauthorised occupation or made any construction including alteration of construction in respect of any unauthorised occupation or repaired any damage under sub-section (2) of section 36, the material, if any, recovered as a result of such removal, construction, alteration or repair shall be retained in possession of the Highway Administration or such officer till the payment of the bill in respect thereof served under sub-section (2) and on payment of such bill such material shall be returned to the person entitled for the material, but in case of the failure of such payment within the time specified for the payment in the bill, the material may be sold by auction by the Highway Administration or such officer and after deduction of the amount payable under the bill from the proceeds of the auction, the balance, if any, shall be returened to the person entitled thereof.

(5) In case where the proceeds of the auction under sub-section (4) is less than the amount recoverable under the bill referred to in that sub-section, the difference between such proceeds and the amount so recoverable or where no such auction has been made, the amount recoverable under the bill shall, in case of failure of the payment within the time specified in the bill, be recoverable as the arrears of land revenue.

CHAPTER III

CONTROL OF ACCESS TO THE NATIONAL HIGHWAYS

28. **Right of access**– (1) No person shall have right of access to a Highway either through any vehicle or on foot by a group of five or more persons except permitted by the Highway Administration either generally or specifically in the manner specified in section 29.

(2) The access to a Highway under sub-section (1) shall be subject to the guidelines and instructions issued by the Central Government from time to time.

(3) The Highway Administration may, by notification in the Official Gazette, declare a Highway or any portion thereof to be limited for access in the manner as specified in such notification and may also impsoe any restriction or control on such access to, from or across such Highway as specified in that notification.

29. **Procedure for permission to access to Highway**– (1) The general permission under sub-section (1) of section 28 shall be given by issuing notification in the Official Gazette for such purpose and specific permission under that sub-section shall be given in the manner specificed hereinafter under this section.

(2) Any person desirous of obtaining specific permission referred to in sub-section (1) may make an application in the prescribed form to the Highway Administration specifying therein the means of access to which such permission relates and shall also be accompanied with such fees as may be prescribed and the Highway Administration shall, after considering the application either give the permission with or without the terms and conditions as may be prescribed or reject the application as it may deem fit.

(3) In case, where the permission has been given in respect of the application made under sub-section (2), the person to whom such permission has been given shall obtain the licence from the Highway Administration in the prescribed form enumerating therein the terms and conditions, if any, subject to which such permission has been given, and such permission shall be renewed after such period and in such manner as may be prescribed.

(4) If any person contravenes the provisions of sub-section (1) of section 28 or violates any terms and conditions subject to which permission has been given under sub-section (2) including non-renewal of licence obtained under sub-section (3), his access to Highway under the permission under sub-section (1) or sub-section (3), as the case may be, shall be deemed to be unauthorised access and the Highway Administration or the officer authorised by which Administration shall have the power to remove such access and where necessary, the Highway Administration or such officer may use the necessary force with the assistance of the police to remove such access.

30. **Regulation or diversion of access, etc.**– (1) Notwithstanding any permission given under sub-section (1) or subsection (2) of section 29, the Highway Administration shall have the power in the interest of the safety and convenience of the traffic to refuse, regulate or divert any proposed or existing access to the Highway.

(2) Where an existing access is diverted, the alternative access given in lieu thereof shall not be unreasonably distant from the existing access.

CHAPTER IV

REGULATION OF DIFFERENT TYPES OF TRAFFIC ON NATIONAL HIGHWAYS

31. **Highway Administration to regulate traffic when Highway deemed unsafe**– (1) Notwithstanding anything contained in this Act, the Highway Administration shall have the power to regulate and control the plying of vehicle on the Highway for proper management thereof.

(2) If at any time the Highway Administration is satisfied on the information received by it or otherwise that any highway within its jurisdiction or any part thereof is or has become congested or unsafe for vehicluar or predestrain traffic by reason of damage or otherwise, it may, either close the Highway or such part thereof to all traffic, regulate the number and speed of vehicles to be used on the Highway or such part thereof, as the case may be, in the manner as it may deem fit.

32. **Prohibition of use of heavy vehicles on certain Highways**– Where the Highway Administration is satisfied that the surface of a Highway or any part thereof, or any bridge, culvert or causeway built on or across the Highway is not designed to carry vehicles of which the laden weight exceeds a prescribed limit, if may, subject to such rules as many be made in this behalf, prohibit or restrict the plying of such vehicles on or over such Highway or part thereof or such bridge, culvert or causeway, as the case may be.

33. **Temporary closure of traffic on Highway**– Where, in exercise of the powers under section 31 or section 32, the Highway Administration considers it proper for the purposes of that section to temporarily close a Highway or part thereof or to restrict or regulate traffic on such Highway or part thereof, it may do so in the manner as it may deem fit.

34. **Permanent closure of Highway**– (1) Where, in exercise of the powers under section 31, the Highway Administration deems it necessary in the interest of the safety of the Highway to close a Highway or part thereof, it may, by notification in the Official Gazette, give notice of its intention to the public to do so specifying therein the time within which the objections and suggestions received shall be considered under sub-section(3) and in addition to such notice, it shall also notify the contents of such notice in at least two newspapers, one of which shall be in the local language of the area through which such highway passes and another shall be the newspaper being circulated in such area.

(2) The notice under sub-section (1) shall indicate the alternative route proposed to be provided in lieu of the Highway or part thereof intended to be closed specifying therein as to whether such alternative route

shall be an already existing Highway or shall be newly constructed and shall also invite objections and suggestions from the persons affected on such proposal within the time and to be addressed to the officer as specified in such notice.

(3) The Highway Administration shall, after considering the objections and suggestions, if any, received within the time specified in such notice, take decision on the proposal for closure under the notice and shall act in accordance with such decision.

35. **Power to restrict the use of vehicles**– If the Highway Administration is satisfied that it is necessary in the interest of public safety or convenience, or because iof the nature of any road or bridge so to do, it may, by notification in the Official Gazette, prohibit or restrict, subject to such exceptions or conditions as may be specified in the notification, the use of any Highway or part thereof by a class or classes of traffic either generally or on specified occasion or time as specified in the notification and when such prohibition or restriction is imposed, the Highway Administration shall cause such traffic signs to be placed or erected at suitable places for the convenience of the traffic as may be prescribed:

Provided that where any prohibition or restriction under this section is to be remained for a period of one month or less, such prohibition or restriction may be imposed without issuing notification in the Official Gazette:

Provided further that the prohibition or restriction imposed under the first proviso shall be published widely for the knowledge of the users by other possible means.

36. **Prevention and repair of damage to Highway**– (1) No person who is in charge of, or in possession of, any vehicle or animal shall, wilfully or negligently, cause, or allow such vehicle or animal to cause, any damage to and Highway.

(2) Where, in contravention of sub-section (1), any damage has been caused to any Highway, the Highway Administration shall have such damage repaired at its own expenses and such expenses together with fifteen per cent thereof as additional charges shall, without prejudice to any other action which may be taken against the person who has so contravened sub-section (1) be recovered from him in accordance with the provisions contained in section 27 as if such expenses and additional charges were the expenses and additional charges recoverable under that section.

37. **Prohibition to leave vehicles or animals in dangerous position**– (1) No person in charge of, or in possession of, any vehicle or animal shall allow such vehicle or animal to stand or proceed on a Highway unless the same is under such safety control as may be prescribed.

(2) Where, in contravention of sub-section (1), any obstruction on the Highway is caused, the vehicle or animal causing such obstruction shall be caused to be towed away by the Highway Administration to remove such obstruction on the Highway and the vehicle or animal so towed away shall be taken into possession by the Highway Administration and shall be handed over to the owner thereof in the manner, by payment to the Highway Administration, the expenses incurred in such removal, as may be prescribed.

(3) In case where the expenses in respect of the vehicle or animal taken into possession under sub-section (2) have not been paid in the manner prescribed under that sub-section, the Highway Administration shall sell such vehicle or animal by auction and the proceeds of the auction shall be the property of the Central Government.

(4) Any person who has unauthorised occupation on a highway land shall be summarily evicted by the Highway Administration in the manner specified in section 26 for removal of unauthorised occupation and shall be liable to fine imposed by the Highway Administration which shall not be less than five hundred rupees per square metre of the unauthorisedly occupied land by him but which may be extended to the cost of such land.

CHAPTER V

REGULATION OF CONSTRUCTION ON HIGHWAY LAND FOR PUBLIC UTILITIES, DRAINS, ETC.

38. **Construction on highway land**– (1) Notwithstanding anything contained in any other law for the time being in force, no person other than a Highway Administration or a person authorised by such Administration in this behalf shall construct, install, shift, repair, alter or carry any poles, pillars, advertisement towers, transformers, cable wire, pipe, drain, sewer, canal, railway line, tramway, telephone boxes, repeater station, street, path or passage of any kind on highway land or across, under or over any Highway except with the prior permission in writing of the Highway Administration for such purpose.

(2) Any person who intends to obtain the permission under sub-section (1) shall make an application in the prescribed form to the Highway Administration containing therein the purpose and period of occupancy of Highway, location and part of the Highway to be occupied, method of execution of work, period of construction and method of restoration of such part of the Highway.

(3) The Highway Administration shall consider the application made under sub-section (1) and if it is satisfied that there is no alternative other than the Highway in respect of which the permission is sought under the application where the land can be found to locate the public utility, it may give permission in writing as sought in the application:

Provided that while giving such permission, the Highway Administration may impose such conditions as it may deem fit to protect–

(i) the Highway from damage; and

(ii) the traffic on the Highway from obstruction,

and may also impose such fees and other charges as may be prescribed on the person to whom such permission is given in respect of any land forming part of the Highway, occupied or applied to the proposed work or construction under permission and also impose on such person the expenditure, if any, incurred by the Highway Administration for repairing any damage caused to the Highway by laying or shifting of any structure, article or equipment under the permission.

(4) If any person, in contravention of sub-section (1), makes any construction or carries out any other work, the Highway Administration may, at its own expenses, cause such construction or other work to be removed from the Highway and restore the Highway in the condition as it was inumediately before giving permission for such construciton or other work under sub-section (3) and such expenses together with fifteen per cent thereof as additional charges and fine imposed by the Highway Administration taking into account the nature of the damages caused by such construction or other work, which shall not be less than five hundred rupees per square metre of land used for such construction or other work, but shall not exceed the cost of such land, shall be recovered from such person in accordance with the provisions contained in section 27 as if such expenses, additional charges and fine were the expenses, additional charges and fine recoverable under that section.

COMMENTS

No person can construct, install, shift, repair, alter or carry any poles, pillars, advertisement towers, transformers, cable wire, pipe, drain, sewer, canal, railway line, tramway, telephone boxes, repeator station, street, path or passage of any kind on highway land or across, under or over any Highway without prior written permission of the Highway Administration.

CHAPTER VI

OFFENCE AND PENALTY

39. **Offence and penalty**– (1) If any person, who has been evicted from any unauthorised occupation

on a highway land under this Act, again occupies any highway land without permission for such occupation under this Act, he shall be punishable with imprisonment for a term which may extend to one year, or with fine which shall not be less than one thousand rupees per square metre of so occupied highway land but which shall ot exceed two times the cost of such highway land, or with both.

(2) Any court, convicting a person under sub-section (1), may make an order for evicting that person from such occupied highway land summarily and he shall be liable to such eviction without prejudice to any other action that may be taken agaisnt him.

(3) Notwithstanding anything contained in the Code of Criminal Procedure, 1973 (2 of 1974), the offence punishable under sub-section (1) shall be cognizable.

COMMENTS

If any person, who has been evicted from any unauthorised occupation on a highway land, again occupies any highway land without permission for such occupation, he shall be punishable with imprisonment upto one year, or with fine which shall not be less than one thousand rupees per square metre of so occupied highway land but which shall not exceed two times the cost of such highway land, or with both.

CHAPTER VII

MISCELLANEOUS

40. **Right of appellant to take assistance of legal practitioner**– A person preferring an appeal to the Tribunal under this Act may either appear in person or take the assistance of a legal practitioner of his choice to present his case before the Tribunal.

41. **Finality of orders**– Save as otherwise expressly provided in this Act, every order made or any action taken by the Highway Administration or the officer authorised in this behalf by such Administration or every order passed or decision made on appeal under this Act by the Tribunal shall be final and shall not be called in question in any original suit, application or execution proceeding and no injunction shall be granted by any court or other authority in respect of any action taken or to be taken in pursuance of any power conferred by or under this Act to the Highway Administration or Tribunal.

42. **Duty of village officials**– Wherever any village headman, village accountant, village watchman or other village official, by whatever name called, becomes aware of any offence involving unauthorised occupation, damage or destruction of the highway land, he shall forthwith inform the nearest police station or the nearest Highway Administration or any officer authorised in this behalf by such Administration, the commission of such offence and shall also be duty bound to bound to assist the Highway Administration and its officers in prosecuting the offender of the offence.

43. **Conduct of inquiry**– The Highway Administration of the officer authorised in this behalf by such Administration shall, if he desires to make any inquiry for the purposes of this Act, make a summary inquiry in such manner as may be prescribed.

44. **Presiding Officers and employees of Tribunals, to be public servants**– The Presiding Officer and the officers and other employees of the Tribunal, the officer or officers constituting the Highway Administration and any other officer authorised by such Administration under this Act, shall be deemed, when acting or purporting to act in pursuance of any of the provisions of this Act, to be public servants within the meaning of section 21 of the Indian Penal Code (45 of 1860).

45. **Protection of action taken in good faith**– No suit, prosecution or other legal proceedings shall lie against the Central Government or the Presiding Officer of the Tribunal or any other officer of the Central Government or an officer or employee of the Tribunal or the officer or officers constituting the Highway Administration or any officer authorised by such Administration under this Act or any other person, for anything which is in good faith

done or intended to be done under this Act or the rules made thereunder.

46. **Offences by companies**– (1) Where an offence punishable under this Act has been committed by a company, every person who, at the time the offence was committed, was in charge of, and was responsible to, the comapny for the conduct of the business of the company, as well as the company, shall be deemed to be guilty of the offence and shall be liable to be proceeded aginst and punished accordingly:

Provided that nothing contained in this sub-section shall render any such person liable to any punishement, if he proves that the offence was committed without his knowledge or that he had exercised all due diligence to prevent the commission of such offence.

(2) Notwithstanding anything contained in sub-section (1), where any offence punishable under this Act has been committed by a company and it is proved that the offence has been committed with the consent or connivance of, or is attributable to, any neglect on the part of any director, manager, secretary or other officer of the company, such director, manager, secretary or other officer shall also be deemed to be guilty of that offence and shall be liable to be proceeded against and punished accordingly.

Explanation– For the purposes of this section,–

(a) "company" means any body corporation and includes a firm or other association of individuals; and

(b) "director", in relation to a firm, means a partner in the firm.

47. **Procedure for service of notices, etc**– Save as otherwise provided in this Act, every notice or bill issued or prepared under this Act may be served or presented in such manner as may be prescribed.

48. **Act to have overriding effect**– The provisions of this Act shall have effect notwithstanding anything inconsistent therewith contained in any other law for the time being in force or in any instrument having effect by virtue of any law other than this Act.

49. **Power to remove difficulties**– (1) If nay difficulty arises in giving effect to the provisions of this Act, the Central Government may, by order published in the Official Gazette, make such provisions, not inconsistent with the provisions of this Act, as appear to it to be necessary or expedient for removing the difficulty:

Provided that no such order shall be made under this section after the expiry of three years from the commencement of this Act.

(2) Every order made under this section shall be laid, as soon as may be after it is made, before each House of Parliament.

50. **Power to make rules**– (1) The Central Government may, after previous publication, by notification in the Official Gazette, make rules for carrying out the purposes of this Act.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:

(a) the manner of exercising powers and discharge funcitons under sub-section (3) of section 3;

(b) the salary, allowance and other conditions of service of the officers and employees of a Tribunal under sub-section (3) of section 9;

(c) the salary and allowances payable to, and the other terms and conditions of service of, the Presiding Officer of a Tribunal under section 10;

(d) the procedure for the investigation of misbehaviour or incapacity of the Presiding Officer of a Tribunal under sub-section (3) of section 12;

(e) the financial and administrative powers of the Presiding Officer of a Tribunal under section 13;

(f) the additional matters in respect of which the Tribunal may exercise the powers of a civil court under clause (h) of sub-section (3) of section 16;

(g) the manner for maintaining the records of the Highway Administration in which the lands are shown and the manner of proving claim for correction of such records under sub-section (2) of section 23;

(h) the conditions subject to which, the rent and other charges on payment of which and the form in which permit may be issued for grant of permission under sub-section (2) of section 24;

(i) the conditions, payment of rent and other charges for grant of lease or licence of highway land under section 25;

(j) the form of notice under sub-section (2) of section 26;

(k) the feasible cost for making construction including alteration of any construction under sub-section (8) of section 26;

(l) the additional matter in respect of which the Highway Administration or an officer authorised by such Administration in this behalf may exercise the powers of a civil court under clause (d) sub-section (9) of section 26;

(m) the form of the bill under sub-section (2) of section 27;

(n) the form of application, the fees to be accompanied therewith and the terms and conditions for permission under sub-section (2) of section 29;

(o) the form of licence, the period and the manner of renewal of such licence under sub-section (3) of section 29;

(p) the limit of laden weight and thte provisions subjec to which the plying of vehicles may be prohibited or restricted under section 32;

(q) the traffic signs to be placed or erected under section 35;

(r) the safety and control for allowing any vehicle or animal to stand or proceed on a Highway under sub-section (1) of section 37;

(s) the manner of handing over the vehicle or animal to the over and payment of expenses incurred in the removal of such vehicle or animal under sub-section (2) of section 37;

(t) the form of applicaton under sub-section (2) of section 38;

(u) the fees and other charges to be imposed under sub-section (3) of section 38;

(v) the manner of summary inquiry under section 43;

(w) the manner of service or presentation of notice or bill under section 47; and

(x) any other matter which is required to be, or may be, prescribed.

(3) Every rule made or every notification issued by the Central Government under this Act shall be laid, as soon as may be after it is made or issued, before each House of Parliament, while it is in session, for a total period of thirty days which may be comprised in one session or in two or more successive sessions, and if, before the expiry of the session immediately following the session or the successive sessions aforesaid, both Houses agree in making any modificaiton in the rule or notification or both Houses agree that the rule or notification should not be made or issued, the rule or notification shall thereafter have effect only in such modified form or be of no effect, as the case may be; so, however, that any such modification or annulment shall be without prejudice to the validity of anything previously done under that rule or notification.

K.N. Chaturvedi,
Additional Secy. to the Govt. of India

MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)

(P&M Section)

NOTIFICATION

New Delhi, the 30th March, 2006

S.O. 460(E). – In exercise of the powers conferred by Sub-section (2) of Section 2 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby makes the following further amendments in the Schedule to the said Act, namely:–

In the Schedule to the said Act, –

(i) after serial number 2A and the entries relating thereto, the following serial number and entries shall be inserted, namely:–

Serial No	National Highway No.	Description of National Highways
1	2	3
"2B	1D	The highway starting from Srinagar connecting Kargil and terminating at Leh in the State of Jammu & Kashmir."

(ii) after serial number 46 and the entries relating thereto, the following serial number and entries shall be inserted, namely:–

Serial No	National Highway No.	Description of National Highways
1	2	3
"46A	NE II	Eastern Peripheral Expressway (under construction) connecting NH No. 1 to NH No. 2."

[F.No. NH-14012/3/2006-P&M]
PRABHAKAR, Dy. Secy.

Note:– The Schedule to the National Highways Act, 1956 (48 of 1956) was published in the Official Gazette with the said Act vide Notification No. 1180 dated the 4th April, 1957 and was last amended vide Notification No. S.O. 257(E) dated 25th February, 2004.

अधिसूचना

नई दिल्ली, 30 मार्च, 2006

का.आ. 461 (अ). – केन्द्रीय सरकार, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण अधिनियम, 1988 (1988 का 68) की धारा 11 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, इससे उपाबद्ध सारणी के स्तंभ (1) में यथा उल्लिखित राष्ट्रीय राजमार्ग के उक्त सारणी के स्तंभ (2) में उसके सामने यथा उल्लिखित तत्स्थानी खंड के उक्त सारणी (3) में यथाविनिर्दिष्ट भू-भाग को भारतीय राष्ट्रीय राजमार्ग प्राधिकरण को सौंपती है।

सारणी

राष्ट्रीय राजमार्ग सं.	सेक्शन	किलोमीटर में भू-खण्ड
1	2	3
एनई II	रा.रा.सं. को रा.रा.सं. 2 से जोड़ने वाला पूर्वी बाह्य एक्सप्रेसवे (निर्माणाधीन)	134 किमी.

[फा.सं. एनएच-14012/3/2006-पीएंडएम]
प्रभाकर, उप सचिव

112.7

MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)
(P & M Section)
NOTIFICATION
New Delhi, the 1st June, 2006

S.O. 835(E). – In exercise of the powers conferred by Sub-section (2) of Section 2 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby makes the following further amendments in the Schedule to the said Act, namely:–

In the Schedule to the said Act, –

(i) after serial number 116 and the entries relating thereto, the following serial number and entries shall be inserted, namely:–

Serial No	National Highway No.	Description of National Highways
1	2	3
"117	226	The Highway starting from Thanjavur connecting Gandharvakottai, Pudukkottai, Thirumayam, Kilasevalpatti, Tirupattur Madagupatti, Sivaganga and terminating at Manamadurai in the State of Tamil Nadu."

[No. NH-14012/3/2006-P&M]
PRABHAKAR, Dy. Secy.

Note:– The Schedule to the National Highways Act, 1956 (48 of 1956) was published in the Official Gazette with the said Act *vide* Notification number 1180, dated the 4th April, 1957 and was last amended *vide* Notification No. S.O. 460(E) dated 30th March, 2006.

112.8

MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)

(P&M Section)

NOTIFICATION

New Delhi, the 1st June, 2006

S.O. 836(E). – In exercise of the powers conferred by Sub-section (2) of Section 2 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby makes the following further amendments in the Schedule to the said Act, namely:–

In the Schedule to the said Act, –

(i) after serial number 117 and the entries relating thereto, the following serial number and entries shall be inserted, namely:–

Serial No	National Highway No.	Description of National Highways
1	2	3
"118	227	The highway starting from Thiruchirappalli connecting Lalgudi, Kallakudi, Kizhapalur, Udaiparpalayam, Jayamkondacholapuram, Gangaikondacholapuram, Kattumannarkoil, Kumaratchi and terminating at Chidambaram in the State of Tamil Nadu."

[No. NH-14012/3/2006-P&M]
PRABHAKAR, Dy. Secy.

Note:– The Schedule to the National Highways Act, 1956 (48 of 1956) was published in the Official Gazette with the said Act *vide* Notification number 1180, dated the 4th April, 1957 and was last amended *vide* Notification No. S.O. 460(E) dated 30th March, 2006.

(iii) क्रम संख्या 3क और उससे संबंधित प्रविष्टियों के पश्चात्, निम्नलिखित क्रम संख्या और प्रविष्टियां अंत:स्थापित की जाएंगी, अर्थात्:-

क्रम संख्या	राष्ट्रीय राजमार्ग सं.	राष्ट्रीय राजमार्ग का वर्णन
1	2	3
"3ख	2ख	पश्चिम बंगाल राज्य में तलीत-गुस्कार-भेडीया को जोड़ते हुए वर्धमान से आरंभ होने वाला और बोलपुर पर समाप्त होने वाला राजमार्ग।।"

(iv) क्रम संख्या 3ख और उससे संबंधित प्रविष्टियों के पश्चात्, निम्नलिखित क्रम संख्या और प्रविष्टियां अंत:स्थापित की जाएंगी, अर्थात्:-

क्रम संख्या	राष्ट्रीय राजमार्ग सं.	राष्ट्रीय राजमार्ग का वर्णन
1	2	3
"3ग	2ग	बिहार राज्य में अकबरपुर-जदुनाथपुर को जोड़ते हुए डेहरी से आरंभ होने वाला और बिहार/उ.प्र. सीमा पर समाप्त होने वाला राजमार्ग।"

[सं.रा.रा.-14012/3/2006-पी एंड एम]
प्रभाकर, उप सचिव

टिप्पणी:- राष्ट्रीय राजमार्ग अधिनियम, 1956 (1956 का 48) की अनुसूची में भारत के राजपत्र में अधिसूचना सं. 1180, तारीख 4 अप्रैल, 1957 द्वारा उक्त अधिनियम के साथ प्रकाशित की गई थी और उसमें संशोधन अधिसूचना सं. का.आ. 460(अ), तारीख 30 मार्च, 2006 द्वारा किया गया था।

MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)
(P&M Section)

NOTIFICATION

New Delhi, the 1st June, 2006

S.O. 837(E). – In exercise of the powers conferred by Sub-section (2) of Section 2 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby makes the following further amendments in the Schedule to the said Act, namely:–

In the Schedule to the said Act, –

(i) after serial number 118 and the entries relating thereto, the following serial number and entries shall be inserted, namely:–

Serial No	National Highway No.	Description of National Highways
1	2	3
"119	228	The highway starting from Ahmedabad and terminating at Dandi (Dandi heritage route) in the State of Gujarat."

(ii) after serial number 118 and the entries relating thereto, the following serial number and entries shall be inserted, namely:–

Serial No	National Highway No.	Description of National Highways
1	2	3
"15A	24B	The highway starting from Lucknow connecting Rai Bareilly and terminating at Allahabad in the State of Uttar Pradesh."

(iii) after serial number 3A and the entries relating thereto, the following serial number and entries shall be inserted, namely:–

Serial No	National Highway No.	Description of National Highways
1	2	3
"3B	2B	The highway starting from Burdwan connecting Talit-Guskar-Bhedia and terminating at Bolpur in the State of West Bengal."

(iv) after serial number 3B and the entries relating thereto, the following serial number and entries shall be inserted, namely:–

Serial No	National Highway No.	Description of National Highways
1	2	3
"3C	2C	The highway starting from Dehri connecting Akbarpur-Jadunathpur and terminating at Bihar/UP Border in the State of Bihar."

[No. NH-14012/3/2006-P&M]
PRABHAKAR, Dy. Secy.

Note:– The Schedule to the National Highways Act, 1956 (48 of 1956) was published in the Official Gazette with the said Act *vide* Notification number 1180, dated the 4th April, 1957 and was last amended *vide* Notification No. S.O. 460(E) dated 30th March, 2006.

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
113.26	Notification SO. 461 (E) dated 30.03.2006 No. NH-14012/3/2006-P&M	Entrustment of NE II	113/14
113.27	Notification SO. 462 (E) dated 30.03.2006 NH-14012/3/2006-P&M	Functions relating to National Highways No. ID	113/14
113.28	Notification SO. 1163 (E) dated 16.05.2008 No. NH-14012/3/2006-P&M	Declaration of National Highways	113/15
113.29	Notification SO. 2663 (E) dated 14.11.2008 No. NH-14012/3/2006-P&M	Declaration of National Highways	113/16
113.30	Notification SO. 2834 (E) dated 2.12.2008	The Gazette of India Part-II-Section-3 Sub-Section (ii)	113/17 & 18
113.31	Notification No. 2170(E)	Declaration of National Highways	113/18

113.26

NOTIFICATION

New Delhi, the 30th March, 2006

S.O. 461(E). – In exercise of the powers conferred by Section 11 of the National Highways Authority of India Act, 1988 (68 of 1988), the Central Government hereby entrusts the stretch as specified in column (3) of the Table annexed hereto, of the corresponding Section as mentioned against it in column (2) of the said Table, of the National Highway as described in column (1) of the said Table, to the National Highways Authority of India.

TABLE

National Highway No.	Section	Stretch in Kilometre
1	2	3
NE II	Eastern Peripheral Expressway (under Construction) connecting NH No. 1 to NH No. 2	134 km

[F. No. NH-14012/3/2006-P&M]
PRABHAKAR, Dy. Secy.

113.27

NOTIFICATION

New Delhi, the 30th March, 2006

S.O. 462(E). – In exercise of the powers conferred by Section 5 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby directs that the Border Roads Organisation shall exercise the function relating to the development and maintenance of the Road as specified in column (3) of the Table annexed hereto, of the corresponding Section as mentioned against it in column (2) of the National Highway as described in column (1) thereof.

TABLE

National Highway No.	Section	Stretch in Kilometre
1	2	3
1D	Srinagar-Kargil-Leh	422 km

[F. No. NH-14012/3/2006-P&M]
PRABHAKAR, Dy. Secy.

अधिसूचना

नई दिल्ली, 30 मार्च, 2006

का.आ. 462(अ).- केन्द्रीय सरकार, राष्ट्रीय राजमार्ग अधिनियम, 1956 (1956 का 48) की धारा 5 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, यह निर्देश देती है कि सीमा सड़क संगठन, इससे उपाबद्ध सारणी के स्तंभ (1) में यथा उल्लिखित राष्ट्रीय राजमार्ग के स्तंभ (2) में उसके सामने यथावर्णित तत्स्थानी खंड के उक्त सारणी के स्तंभ (3) में यथाविनिर्दिष्ट सड़क के विकास और अनुरक्षण से संबंधित कृत्य करेगा।

सारणी

राष्ट्रीय राजमार्ग सं.	सेक्शन	किलोमीटर में लंबाई
1	2	3
1 घ	श्रीनगर-कारगिल-लेह	422 किमी.

[फा.सं. एनएच-14012/3/2006-पीएंडएम]
प्रभाकर, उप सचिव

MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS

(Department of Road Transport and Highways)

NOTIFICATION

New Delhi, the 16th May, 2008

S.O. 1163(E).– In exercise of powers conferred by the sub-section (2) of Section 2 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby declares each of the highways specified in the columns (2) and (3) of the Table below to be a National Highways.

The said highways, now declared to be National Highways, shall be deemed to the specified in the Schedule to the said Act with the corresponding serial number, the National Highway number and the description thereof indicated in the said Table.

TABLE

Serial number in the Schedule to the National Highway Act, 1956 (48 of 1956)	National Highway Number	Description of National Highways
(1)	(2)	(3)
120	229	The highway starting from Tawang passing through Bomdila, Nechipu, Seppa, Sagalee, Ziro, Daporijo, Aalong and terminating at Pasighat in the State of Arunachal Pradesh.
48A	Extension of NH 52B	The Highway starting from Mahadevpur passing through Namchik, Changlang, Khonsa and Kanubari in the State of Arunachal Pradesh and terminating near Dibrugarh in the State of Assam, joining with approaches to Bogibeel bridge.
28B	Extension of NH 37	The National Highway Number 37 is extended from its dead end near Saikhowaghat in Assam to join NH 52 near Roing in Arunachal Pradesh

[F. No. NH-14012/2/2008-P&M]
PRABHAKAR, Dy. Secy.

Foot Note:– The National Highways Act, 1956 (48 of 1956) and the Schedule thereto was published in the Gazette of India on 11th September, 1956 and the said Schedule was last amended *vide* notification number S.O.2170(E), dated 24th December, 2007.

पाद टिप्पण:- राष्ट्रीय राजमार्ग अधिनियम, 1956 (1956 का 48) और उसकी अनुसूची भारत के राजपत्र में 11 सितंबर, 1956 को प्रकाशित की गई थी और उक्त अनुसूची का अंतिम संशोधन अधिसूचना सं. का.आ. 1163 (अ), तारीख 16 मई, 2008 द्वारा किया गया।

113.29

MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)

(P&M Section)

NOTIFICATION

New Delhi, the 14th November, 2008

S.O. 2663(E). – In exercise of the powers conferred by Sub-section (2) of Section 2 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby declares each of the Highways specified in the columns (3) of the Table below to be a National Highway.

The said highways, now declared to be National Highways, shall be deemed to be specified in the Schedule to the said Act with the corresponding serial number, National Highway number and the description thereof indicated in the said Table.

TABLE

Serial No. in the Schedule to the National Highways Act, 1956 (48 of 1956)	National Highway No.	Description of National Highways
(1)	(2)	(3)
117A	Extension of NH-226	The highway starting from Perambalur connecting Perali, Keelapalur, Ariyalur, Kunnam, Thiruvaijaru, Kandiyur and joining NH-226 at Thanjavur in the State of Tamil Nadu.
121	230	The highway starting from Madurai connecting Tiruppuvanam, Poovandhi, Sivaganga, Kalaiyarkoil, Tiruvadanai and terminating at Tondi Port town in the State of Tamil Nadu.
3BA	Extension of NH-2B	The highway starting from Bolpur connecting Prantik, Mayureswar and terminating at Mollapur at the junction of NH-60 in the State of West Bengal.

[F. No. NH-14012/10/2008-P&M]
PRABHAKAR, Dy. Secy.

Foot Note:– The National Highways Act, 1956 (48 of 1956) and the Schedule thereto was published in the Gazette of India on 11th September, 1956 and the said Schedule was last amended *vide* notification number S.O.1163(E), dated 16th May, 2008.

113.30

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The Gazette of India
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पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय
(सड़क परिवहन और राजमार्ग विभाग)

अधिसूचना

नई दिल्ली, 2 दिसम्बर, 2008

का.आ. 2834(अ).- केन्द्रीय सरकार, राष्ट्रीय राजमार्ग अधिनियम, 1956 (1956 का 48) की धारा 2 की उप-धारा (2) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, नीचे दी गई सारणी के स्तंभ (2) और स्तंभ (3) में विनिर्दिष्ट प्रत्येक राजमार्ग को राष्ट्रीय राजमार्ग घोषित करती है।

उक्त राजमार्गों को जो अब राष्ट्रीय राजमार्ग घोषित कर दिये गये हैं उक्त सारणी में उपदर्शित उनकी तत्स्थानी क्रम संख्यांक राष्ट्रीय राजमार्ग संख्यांक, और उनके वर्णन सहित उक्त अधिनियम की अनुसूची में विनिर्दिष्ट किया गया समझा जाएगा।

सारणी

राष्ट्रीय राजमार्ग अधिनियम, 1956 (1956 का 48) की अनुसूची में क्रम संख्याक	राष्ट्रीय राजमार्ग संख्यांक	राष्ट्रीय राजमार्ग विवरण
(1)	(2)	(3)
13ज	20क	रानीताल, देहरा को जोड़ने वाले राजमार्ग 20 के जंक्शन पर नागरोटा से आरंभ होकर हिमाचल प्रदेश में राजमार्ग 70 के जंक्शन पर मुबारकपुर पर समाप्त होने वाला राजमार्ग
61कक	72ख	हिमाचल प्रदेश राज्य में राजबन शिलाह को जोड़ने वाले राजमार्ग 72 के जंक्शन पर पौन्टा से आरम्भ होकर उत्तराखण्ड में मीनस ट्यूनी से होकर गुजरता हुआ हिमाचल प्रदेश में हटकोटी पर समाप्त होने वाला राजमार्ग

[फा.सं. एन एच - 14012/9/2008–पी. एण्ड एम.]
सरोज कुमार दास, संयुक्त सचिव

MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)

NOTIFICATION

New Delhi, the 2nd December, 2008

S.O. 2834(E). – In exercise of the powers conferred by Sub-section (2) of Section 2 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby declares each of the Highways specified in the columns (2) and (3) of the Table below to be a National Highway.

The said highways, now declared to be National Highways, shall be deemed to be specified in the Schedule to the said Act with the corresponding serial number, National Highway number and the description thereof indicated in the said Table.

TABLE

Sl. No. in the Schedule to the National Highways Act, 1956 (48 of 1956)	National Highway Number	Description of National Highways
(1)	(2)	(3)
13H	20A	The highway starting from Nagrota at the Junction of NH 20 Connecting Ranital, Dehra and terminating at Mubarikpur at the Junction of NH 70 in Himachal Pradesh.
61AA	72B	The highway starting from Paonta at the Junction of NH 72 connecting Rajban, Shillai in the State of Himachal Pradesh and passing through Minus, Tuini in Uttarakhand and terminating at Hatkoti in Himachal Pradesh.

[F.No. NH-14012/9/2008-P&M]
Saroj Kumar Dash, Jt. Secy.

113.31

MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)

(P&M Section)

NOTIFICATION

New Delhi, the 24th December, 2007

S.O. 2170(E) – In exercise of the powers conferred by Sub-section (2) of Section 2 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby declares each of the Highways specified in the columns 2 and 3 of the Table below to be a National Highway.

The said highways, now declared to be National Highways, shall be deemed to be specified in the Schedule to the said Act with the serial number, National Highway number and the description thereof indicated in the said Table.

TABLE

Serial No. in the schedule to the National Highways Act, 1956	National Highways no.	Description of National Highways
1	2	3
24B	31D	The highways starting from NH-31 near Siliguri and joining NH-31C near Salsalabari via Fulbari, Mainaguri, Dhupguri Falakata and Sonapur in West Bengal.
36C	47C	The highway starting from NH-47 near Kalamassery, crossing NH-17 and terminating at Vallarpadam in Kerala.

[F. No. NH-14012/12/2006-P&M]
PRABHAKAR, Dy. Secy.

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
114.11	Notification GSR 700 (E) dated 20.10.2004	The Highways Administration Rules, 2004	114/18 to 26

114.11

The Highways Administration Rules, 2004*

Whereas the draft of certain rules called the Highways Administration Rules, 2003, which the Central Government proposes to make, in exercise of the powers conferred by sub-section (1) read with clauses (a), (g), (h), (i), (m), (n), (o), (p), (q), (r), (s), (t), (u), (v) and (w) of sub-section (2) of section 50 of the Control of National Highways (Land adn Traffic) Act, 2002 (13 of 2003) was published in the Gazette of India, Extraordinary, Part II, section 3, sub-section (i), dated the 26th August, 2003 with the notification of Government of India in the Ministry of Road Transport and Highways number G.S.R. 407 dated the 26th August, 2003, inviting objections and suggestions from all persons likely to be affected thereby before the expiry of thirty days from the date on which copies of the said notificaiton, as published in the Gazette of India, are made available to the public;

And Whereas, copies of the said notification were made available to the public on 26th August, 2003;

And Whereas no objections or suggestions have been received from any person with respect to such draft rules within the time period specified in the said notification;

Now, therefore, in exercise of the powers conferred by sub-section (1) read with clauses (a), (g), (h), (i) and (m) to (w) of sub-section (2) of section 50 of the Control of National Highways (land and Traffic) Act, 2002 (13 of 2003) and section 22 of the General Clauses Act, 1897 (10 of 1897), the Central Government hereby makes the following rules namely:-

CHAPTER 1

PRELIMINARY

1. **Short title and commencement**– (1) These rules will be called the Highways Administration Rules, 2004.

(2) They shall come into force on the date on which the Act shall come into force.

2. **Definitions**– In these rules, unless the context otherwise requires–

(a) "Act" means the Control of National Highways (Land and Traffic) Act, 2002 (13 of 2003);

(b) "Section" means a section of the Act;

(c) "Officer", in respect of a Highway Administration, means the Officer referred to in clause (i) or clause (ii) or clause (ii) of rule 3, as the case may be;

(d) "Senior Officer", in respect of a Highway Administration, means the Officer designated as Senior Officer under clause (ii) of rule 3;

(e) "Permit" means a permit issued under sub-section (2) of section 24 for granting permission under that sub-section;

(f) "lease" means the lease granted under section 25;

(g) "licence", for the purposes of rules 9 and 10, means the licence granted under section 25;

(h) "Schedule" means a Schedule annexed to these rules;

(i) words and expressions used in these rules which are not defined in these rules but are defined in the Act shall have the respective meanings assigned to thim in the Act.

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* Vide G.S.R. 700 (E) dated 20th October 2004, Published in the Gazette of India, Extra, Pt. E. Sec. 3 (i) dated 26th October 2004.
1. Came into force on 27th January, 2005

CHAPTER II

EXERCISE OF POWERS AND FUNCTIONS BY THE HIGHWAYS ADMINISTRATIONS AND MAINTENANCE OF RECORDS

3. **Exercise of powers and functions by Highway Administrations**– Subject to the provisions of the Act and the conditions or limitations imposed by the Central Government under the proviso to sub-section (1) of section 3–

(i) where a Highway Administration consists of only one Officer, then, such Officer shall exercise the powers and discharge the functions of the Highway Administration under the Act and these rules by himself or such powers shall be exercised and functions shall be discharged by the subordinate officers under his supervision to the extent as is authorised by such Officer to the subordinate Officers from time to time.

(ii) where a Highway Administration consists of more than one Officer, then, the Central Government shall designate one of them as the Senior Officer who shall assign to each of such Officers (including himself), the length of Highway within the jurisdiction of such Highways and the Officer to whom such length of Highway and the Officer to whom such length of Highways is so assigned shall exercise the powers and discharge the functions of the Highway Administration under the Act and these rules in respect of such length of Highway in the manner as specified in clause (i) for exercising of powers and discharging of functions of Highway Administrations consisting of one Officer:

Provided that the Senior Officer so designated shall have the general supervision over the exercising of powers and discharging of functions of the Highway Administration by the other Officers.

4. **Maintenance of land records**– (1) There shall be maintained at the head office of every Highway Administration a register to be called the Highway Land Register in the form specified in the schedule I in which the particulars of the land situated within the jurisdiction of the Highway Administration of which the Central Government is the owner under section 23 shall be entered.

(2) Every page of the Highway Land Register shall be consecutively numbered and on the first page of the Register, the Officer or the Senior Officer, as the case may be, shall authenticate the number of pages which the Register contains and he shall, from time to time, inspect the Register and ensure that the entries made therein are correct.

5. **Claim for correction of records**– (1) Any person claiming against the ownership of the Central Government referred to in sub-section (1) of section 23 and desirous of getting a correction carried out in the Hgihway Land Register shall make written complaint to the concerned Officer or the Senior Officer, as the case may be, and prove his claim before him and such Officer or Senior Officer, as the case may be, may after considering the evidence produced by such person order to correct the concerned entry in the Register or reject the claim.

(2) Where the Officer or the Senior Officer, as the case may be, orders in correct any entry in the Highway Land Register, such correction shall be made in that Register without delay by the concerned official of the Highway Administration and it shall also be signed by such official and counter-signed in red ink by the Officer or the Senior Officer, as the case may be.

CHAPTER III

CONDITIONS, RENT, OTHER CHARGES, ETC.

6. **Conditions subject to which permit may be issued**– A permit shall contain any one or more of the following conditions which the Highway Administration or any officer authorised under sub-section (1) of section 24 as the case may be, while granting a permission under sub-section (2) of the said section deems fit having regard to the safety and convenience of traffic and nature of the permission, namely–

(i) that the person to whom the permission is granted shall not do or cause to be done any act in pursuance of the permission which may cause damage to highway and highway land or inconvenience to the traffic on the highway;

(ii) that such person shall not do or cause to be done any act in pursuance of the permission which may cause any damage to the Highway land which cannot be restored immediately on the expiry of the permission granted;

(iii) that such person shall not do or cause to be done any act on the Highway occupied in pursuance of the permission which may cause air pollution or water pollution or noise pollution on the Highway.

Provided that such extent of reasonable pollution which the Central Government may, from time to time by notification in the Official Gazette, specify, shall be permissible under this clause;

(iv) that such person shall not make or cause to be made any structure of such nature which cannot be removed easily on the expiry of the permission granted;

(v) that any breach of the conditions so imposed shall be a ground to cancel the permit.

7. **Rent and other charges for issuing permit**– (1) The permit shall be issued to a person on payment of rent to the Highway Administration at the rate as specified below:

$$\text{Rate of rent per month in rupees} = \frac{\text{Present cost of land Highway occupied in pursuance of permission under permit.}}{5 \times 12}$$

(2) Where the permission granted by issuing the permit is renewal the renewal of the permission shall be made on payment of rent at the rate specified in sub-rule (1) and the additional charge amounting to rupees one thousand where the land occupied under the permit is upto twenty-five square metres and where it exceeds twenty-five square metres such additional charge shall increase further at the rate of one thousand rupees per twenty five square metres or part thereof.

8. **Form of permit**– Every permit shall be issued in the Form specified in Schedule II.

9. **Condition subject to which a lease or licence may be granted**– A lease of licence of highway land granted to a person for temporary use shall contain the following conditions, namely:

(i) such conditions which are agreed to by and between the Highway Administration or the officer authorised by such Administration in this behalf, and such person, having regard to the safety and convenience of traffic; and

(ii) any one or more of the following, which the Highway Administration or the officer authorised by such Administration deems fit, having regard to the safety and convenience of traffic, to impose–

(a) that such person shall not do or cause to be done any act or such Highway land which may cause damage or inconvenience to the traffic to the Highway;

(b) that person shall not or cause to be done any act on such Highway land which may cause any damage to the Highway land which cannot be restored on the termination of the cease licence as the case may be;

(c) that such person shall not do or cause to be done any act on such Highway land which may cause air pollution or water pollution on the Highway;

(d) that such person shall not make or cause to be made or cause to be made on such Highway land any structure of such nature which cannot be removed easily on the termination of the lease or licence as the case may be;

(e) that on any breach of the conditions imposed the Highway Administration or the officer

authorised by such Administration in this behalf may terminate the lease or licence, as the case may be;

(f) that such lease or licence, as the case may be, shall be valid for a period determined by the Highway Administration at the time of lease or licence which shall not exceed five years on the expiry of lease.

10. **Rent or other charges for granting lease or licence**– (1) The lease or licence of Highway land shall be granted on payment of rent by the person to whom the lease or licence, as the case may be, is given to the Highway Administration at the rate as specified below:

$$\text{Rate of rent per month in rupees} = \frac{\text{Present cost of such Highway land}}{5 \times 12}$$

(2) Where the lease of Hgihway land is renewed, each renewal of the lease shall be made on payment of rent specified in sub-rule (1) and additional charge amounting to rupees five thousand where such Highway land is upto twenty-five square metres and where it exceeds twenty five square metres such additional charge shall increase further at the rate of five thousand rupees per twenty-five square metres or part thereof.

11. **Form of notice**– (1) Every notice to be issued under sub-section (2) of section 26 shall be in the form as specified in Schedule III.

12. **The cost for making feasible construction, etc.**– The cost for making construction including alteration of any construction feasible under sub-section (8) of section 26 shall be such as may be determined from time to time by the Highway Administration having regard to the cost of material to be utilised for such construction or alteration of construction, the rate of labour charges in the concerned area and other relevant factors.

13. **Form of bill**– (1) Every bill to be served under sub-section (2) of section 27 shall be in the form as specified in Schedule IV.

(2) The bill referred to in sub-rule (1) shall be accompanied by a certificate issued by the Highway Administration or the officer authorised by such Administration in this behalf and also with a brief description of unauthorised occupation, construction including alteration of construction in respect of any unauthorised construction or repairing of any damage, as the case may be, to which the bill belongs.

14. **Application for specific permission to access to a Highway**– The application for obtaining specific permission for access to a Highway under sub-section (2) of section 29 shall be in such Form as is specified in Schedule V and shall be accompanied by a fee of rupees five hundred drawn in favour of the concerned Highway Administration.

15. **Terms and conditions for specific permission to access to a Highway**– The Highway Administration may, while giving a permission under sub-section (2) of section 29, impose any one or more of the following terms and conditions namely:

(i) that the specific permission shall be for a limited period of time and for the purposes as specified by the Highway Administration in the licence issued under sub-section (3) of section 29;

(ii) that the specific permission shall be limited for the access to such length of a Highway as may be specified in the said licence.

(iii) that the person to whom the specific permission is given shall not do or cause to be done in pursuance of the specific permission any act which may cause any damage to Highway;

(iv) that such person shall not do or cause to be done, in pursuance of the specific permission, any act by which safety and convenience of traffic on the Highway shall be disturbed;

(v) that such person shall while utilising permission shall observe such guidelines relating to safety and convenience of traffic on the Highway, hygiene, prevention of nuisance and pollution on the Highway as may be specified by the Highway Administration in the said licence.

16. **Form of licence, period of validity and manner of renewal of licence**– (1) The licence given under sub-section (3) of section 29 shall be in the Form as specified in the Schedule VI.

(2) The specific permission under the licence referred to in sub-rule (1) shall be valid upto a period specified in the licence which shall not exceed six months at a time and the person in whose favour such permission is given may if he desires to obtain an extension of time, make an application within one month before the expiry of the permission so given to the Highway Administration and the Highway Administration may, having regard to the guidelines and instructions issued under sub-section (2) of section 28 and the notification under sub-section (3) of that section either renew the permission under the licence or reject the same.

(3) Where the permission under licence is renewed under sub-rule (2), the Highway Administration shall make the entry for such renewal on the back of the licence and specify the time for which the renewal is made which shall not exceed six months at a time and endorse the same with signature and seal and where the nenewal is rejected, the Highway Administration shall record the reason in writing for such rejection and communicate the same to the person concerned.

CHAPTER IV

LADEN WEIGHT, SAFETY CONTROL AND MANNER OF HANDING OVER THE VEHICLE, ETC.

17. **Limit of laden weight**– The Highway Administration may keeping in view the conditions of the surface of a Highway determine with the previous approval of the Central Government, the limit of laden weight in respect of the Highway or any part thereof, or any bridge, culvert or causeway built on or across the Highway as the case may be from time to time, which shall be the limit of laden weight for the purposes of section 32 and the Highway Administration shall publish such limits of laden weight in a local newspaper for the information of the concerned persons.

18. **Prohibition or restriction of the plying of vehicle under section 32**– Where the Highway Administration is satisfied that the surface of a Highway or any part thereof, or any bridge, culvert or causeway built on or across the Highway is not designed to carry vehicle of which the laden weight exceeds the limit of laden weight as determined under rule 17, it may by public notice of such fact in the local newspapers and after placing signboards containing such fact at suitable distances nearby such Highway or any part thereof or any bridge, culvert or causeway built on or across the Highway, as the case may be for the information of the traffic concerned, prohibit or restrict the plying of such vehicles on or over such Highway or any part thereof or such bridge culvert or causeway built on or across the Highway as the case may be and in case of doubt, the Highway Administration may remove the additional laden weight in excess of the permissible limit of the laden weight of any vehicle to implement the provisions of this rule for directing such plying of the vehicle.

$$\text{Per month fees in rupees} = \frac{\text{Present cost of land forming part of the Highway occupied or applied for permission to undertake the proposed work}}{5 \times 12}$$

(2) Where the land forming part of the Highway in respect of which the fees imposed under sub-rule (1) is situated in a Municipal area, then, the other charges at the rate of twenty per cent of the fees imposed under sub-rule (1) shall also be imposed and where such land is situated in the rural area, then, the other charges so imposed shall be ten per cent.

Explanation– For the purpose of this sub-rule, the expression "Municipal area" has the meaning assigned to it under clause (a) of Article 243P of the constitution and the expression "rural area" means the area other than a Municipal area.

24. **Summary inquiry under section 43**– (1) If the Highway Administration or the officer authorised in this behalf by such Administration, desires to make any inquiry for the purposes of the Act, he may make a

summary inquiry in the following manner, namely:

(a) the Highway Authority or the Officer authorised by him, as the case may be, may visit the place of unauthorised occupation of the highway land, inspect such land and reduce his observations in writing to arrive at a conclusion for appropriate action under the Act;

(b) the Highway Administration or the Officer authorised by him, as the case may be thinks necessary, he may record the statement of the concerned village headman, village accountant, village watchman or other village official referred to in section 42 or any other person to arrive at the conclusion that any offence including unauthorised occupation, damage or destruction of a Highway land has been committed or not;

(c) where the Highway Administration or the Officer authorised by him, as the case may be, records the statement under clause (b), he shall record such statement in duplicate and obtain signature thereon of the concerned village headman, village accountant, village watchman, other village official or any other person, as the case may be, where statement has been so recorded.

(2) Where on the basis of the inquiry made under sub-rule (1), the Highway Administration or the officer authorised in this behalf by such Administration is satisfied that any action is required to be taken under the Act, the Highway Administration or the person authorised by him, as the case may be shall take such without any delay and where the Highway Administration or such officer is satisfied on the basis of such inquiry that any offence involving unauthorised occupation, damage or destruction of the Highway land has been committed, as the case may be, shall without delay inform the officer in charge of the police station concerned, along with the copy of relevant observation reduced in writing under clause (a) or statement recorded under clause (b) of sub-rule (1) of such commission of offence for taking necessary action.

(3) Every Highway Administration shall send a summary report once in every three months to the Central Government stating therein the brief description of inquiries made under sub-rule (1) within the jurisdiction of such Highway Administration within such period and the actions taken on the basis of such inquiries.

(4) On receipt of the summary reports under sub-rule (3), the Central Government may issue any general or special orders under the proviso to sub-section (1) of section 3, which such Government thinks fit for proper exercise of powers and discharge of functions by the Highway Administrations under the Act.

25. **Manner of service or presentation of notice or bill**– Save as otherwise provided in the Act, every notice or bill issued or prepared under section 47 may be served or presented in the following manner, namely:

(a) such notice or bill may be served on the person concerned or presented to him by a messenger handing over a copy thereof or obtaining his signature on another copy thereof;

(b) in case the service or presentation of such notice or and is not easily possible under clause (a), then, such notice or bill shall be sent to the person concerned by registered post or speed post at his known residence and the delivery of such registered post to such person shall be the service on or presentation to him on such notice or bill as the case may be and in case he refuses to receive such registered post or speed post, the remarks of such refusal by a post office official on the registered post shall be deemed to be the service on or presentation to such person of such notice or bill as the case may be;

(c) In case the service or presentation of such notice or bill is not physically possible under clauses (a) and (b), then, the contents of such notice or bill shall be published in newspaper having circulation in the locality where the person concerned actually or voluntarily resides or carries on business or personally works for gain and such publication shall be deemed to be the service of such notice or bill as the case may be, on such person or presentation thereof to him.

26. **Interpretation**– If any question arises relating to the implementation of these rules, the same shall be referred to the Central Government for its decision and the decision of the Central Government shall be implemented.

SCHEDULE V
(See rule 14)

FORM OF APPLICATION FOR SPECIFIC PERMISSION FOR ACCESS TO A HIGHWAY
[Under sub-section (2) of section 29 of the Control of National Highways (Land and Traffic) Act, 2002]

To,

The Highway Administration,

.....

.....

State/Union Territory of .....

1. Name of applicant
2. Father's Name
3. Address of applicant (with telephone No.)
4. Highway No. and the point of access on Highway on which the permission for access is sought for
5. Purpose of such permission
6. The means of access to which the permission sought for relates
7. Grounds for such permission which applicant likes to mention
8. Period for which the permission is required — From..... To .....
9. Particulars of fee paid

Signature of the applicant

Place .....

Date .....

SCHEDULE VI
(See rule 16)

LICENCE FOR ACCESS TO HIGHWAY
[Under sub-section (3) of section 29 of the control of National Highways (Land and Traffic) Act, 2002]
State/Union Territory of .....

1. Name of the person to whom the licence is issued

2. Father's name

3. Address of such person (with telephone No.)

4. Purpose of specific permission

5. Brief description of Highway in respect of which the specific permission is given (N.H. No. and kilometrage also to be indicated)

6. Means of access to which such permission relates

7. Period for which the licence is valid — From ..... To .....

8. Terms and conditions (if any)

Name of Highway Authorities and signature and seal of the officer issuing the licence

Place .....

Date .....

SCHEDULE VII

(See rule 22)

APPLICATION FOR CONSTRUCTION, INSTALLATION, ETC. ON HIGHWAY LAND

[Under sub-section (2) for obtaining permission under sub-section (1) of section 38 of the Control of National Highways (Land and Traffic) Act, 2002]

To,

The Highway Administration,

.....

.....

State/Union Territory of .....

1.	Name of applicant	
2.	Father's Name	
3.	Address of applicant (with telephone No.)	
4.	Location and part of Highway to be occupied (N.H. No. and K.M. also to be indicated)	
5.	Purpose	
6.	Period of occupancy of Highway land	
7.	Method of execution of work (Detailed drawing/map of the work to be attached)	
8.	Period of construction	From ..... To .....
9.	Method of restoration of such part of the Highway	

Place .....

Date .....

Signature of Applicant

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
122.2.9	NH-22014/3/2006-P&M dated 15.01.2007	Release of Funds under Central Road Funds(CRF)	122.2/19
122.2.10	NH-11011/2/2000-P&M (Part) Dated 8.8.2007	Forwarding of Central Road Fund (State Roads) Rules, 2007	122.2/19 to 34

122.2.9

No. NH-22014/3/2006-P&M **Dated, the 15th January, 2007**

To

All Secretaries State PWDs/Administrator UT dealing with Centrally Sponsored Scheme.

Sub: **Release of Funds under Central Road Funds (CRF)**

The Funds for improvement of State Roads are being released after submission of the Utilization Certificate along with Quarterly Progress Report by the State Government concerned as per Ministry's circular No.RW/NH-28030/1/2001-P&M dated 13th July, 2001. It has been suggested to the Ministry that the release of funds from the Central Road Fund (CRF) may be done within 15 days from the date of receipt of Utilization Certificate from the State Government. Every efforts are being made to release funds within the least time period. However, some times it may take longer time due to, inter alia, submission of insufficient details/documents by the State Governments concerned with the Utilization Certificate. In addition, the State Governments have also to sanction technically and financially the estimates within a period of 4 months from the datte of administrative approval of the Ministry before the start of these work and adhere to the guidelines issued vide Ministry's above-mentioned letter dated 13.07.2001.

2. It is, therefore, requested to kindly address these in future and submit all the required details/documents while forwarding the Utilization Certificate along with he Progress Report to this Ministry. Necessary action may also be taken to acquire technical and financial sanctions of the estimates before the start of the work.

122.2.10

No. NH-11011/2/2000-P&M (Part) **Dated, the 8th August, 2007**

To

Secretaries of PWD (All State Governments/UTs); The Chairman, NHAI

Sub: **Forwarding of Central Road Fund (State Roads) Rules, 2007.**

I am directed to forward herewith a copy of the Notification No. G.S.R. 475(E). (both Hindi and English) published in the Gazette of India Extraordinary regarding Central Road Fund (State Roads), Rules, 2007 for information and necessary action.

भारत का राजपत्र
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सड़क परिवहन और राजमार्ग मंत्रालय

अधिसूचना

नई दिल्ली, 10 जुलाई, 2007

सा.का.नि. 475(अ).-केन्द्रीय सरकार, केन्द्रीय सड़क निधि अधिनियम, 2000 (2000 का 54) की धारा 12 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, राज्य सड़कों जिनके अंतर्गत अंतरराज्यीय संयोजी और आर्थिक महत्व की सड़कें भी हैं, की विनिर्दिष्ट परियोजनाओं, स्कीमों के संबंध में और उनसे संबंधित विकास और अनुरक्षण से संबंधी क्रियाकलापों में केन्द्रीय सड़क निधि के संवितरण के लिए निम्नलिखित नियम बनाती हैं, अर्थात्:-

1. **संक्षिप्त नाम और प्रारंभ** - (1) इन नियमों का संक्षिप्त नाम केन्द्रीय सड़क निधि (राज्य सड़क) नियम, 2007 है।
(2) ये राजपत्र में प्रकाशन की तारीख को प्रवृत्त होंगे।

2. **परिभाषाएं** - इन नियमों में, जब तक कि संदर्भ से अन्यथा अपेक्षित न हों, -
(क) ''अधिनियम'' से केन्द्रीय सड़क निधि अधिनियम, 2000 (2000 का 54) अभिप्रेत है;
(ख) ''कार्यपालक अभिकरण'' से अभिप्रेत है -
(i) संघ राज्यक्षेत्र के मामले में, प्रशासक जिसे केन्द्रीय सरकार ने, संविधान के अनुच्छेद 239 के अधीन राष्ट्रीय राजमार्ग से संबंधित कार्यों के निष्पादन के संबंध में कृत्यों का प्रत्यायोजन किया है; और
(ii) किसी अन्य मामले में, राज्य सरकार को जिसे राष्ट्रीय राजमार्ग अधिनियम 1956 (1956 कर 48) की धारा 5 के अधीन ऐसे कृत्यों का प्रत्यायोजन किया है;
(ग) ''स्कीम'' से राज्य सड़कों के विकास के लिए स्कीम अभिप्रेत है जिसके अंतर्गत अंतर राज्यिक संयोजी और आर्थिक महत्व की सड़कें भी हैं और स्कीम के अंतर्गत संसद के सदनों द्वारा पारित तारीख 13 मई, 1988 को केन्द्रीय सड़क निधि के शासी संकल्प द्वारा केन्द्रीय सड़क निधि के अधीन मंजूर राज्य सड़कों के विकास से संबंधित स्कीमें भी हैं;
(घ) उन शब्दों और पदों के, जो इसमें प्रयुक्त हैं, और परिभाषित नहीं हैं किंतु अधिनियम में परिभाषित हैं, वही होंगे जो उस अधिनियम में हैं।

3. **परियोजनाओं, स्कीमों और क्रियाकलापों के संबंध में निधियों का संवितरण** - अधिनियम की धारा 7 के अधीन विनिर्दिष्ट उपबंधों के अधीन, राज्य सड़कों के संनिर्माण और विकास से संबंधित परियोजनाओं, स्कीमों या क्रियाकलापों जिसके अंतर्गत अंतर राज्यीय संयोजी या आर्थिक महत्व की सड़कें भी हैं, किंतु ग्रामीण सड़कों को छोड़कर और इन नियमों के नियम 4 के अनुसरण में पहचान की गई सड़कों के लिए निधियों का संवितरण होगा।

4. पहचान की गई और पूर्विकता के लिए प्रक्रिया - (1) केन्द्रीय सरकार, यथास्थिति, राज्य सरकार या संघ राज्य क्षेत्र प्रशासन के परामर्श से पहचान की गई परियोजनाओं, स्कीमों या क्रियाकलापों के लिए निधि निर्मोचित करेगी।

(2) यदि, इस प्रकार पहचान की गई सभी परियोजनाओं, स्कीमों या क्रियाकलापों को निधि में साधनों की कमी के कारण मंजूरी नहीं हो सकी, केन्द्रीय सरकार यथास्थिति, राज्य सरकार या संघ राज्य क्षेत्र प्रशासन के परामर्श से निधियों की निर्मुक्ति के लिए परियोजनाओं, स्कीमों या क्रियाकलापों के लिए पूर्विकता से करेगी।

(3) यथास्थिति, राज्य सरकारें या संघ राज्य क्षेत्रों के प्रशासन केन्द्रीय सरकार को स्कीमों की पहचान को सुकर बनाने या उनकी पूर्विकता के लिए परियोजनाओं, स्कीम या क्रियाकलापों को नियम 5 और नियम 6 के अनुसार आवश्यक ब्योरे देंगी।

(4) राज्य सरकारों या संघ राज्य क्षेत्र के प्रशासन केन्द्रीय सरकार को परियोजनाओं, स्कीमों या क्रियाकलापों से संबंधित ब्यौरे देते समय इन नियमों के नियम 5 और नियम 6 के अधीन यथाविहित प्रक्रिया का पालन करेंगे।

5. राज्य सड़कों के अधीन स्कीमों का अनुमोदन - (1) राज्य सड़कों से संबंधित स्कीमों का अनुमोदन निम्नलिखित रीति में होगा, अर्थात्:-

(क) निधियों के उपयोग के लिए, स्कीम के अधीन पहले से मंजूर परियोजनाओं को समानुदेशित करने में पूर्विकता दी जाएगी और उपनियम (2) में यथाविनिर्दिष्ट नए कार्यों की मंजूरी के लिए उपयोग में प्रोद्भवन होगी।

(ख) सभी राज्य सड़कें जिसके अंतर्गत राज्य राजमार्ग, प्रमुख जिला सड़कें और महत्व की अन्य सड़कें भी हैं जिसमें ग्रामीण सड़कें नहीं है।

(2) इस स्कीम में विचार किए गए कार्यों के प्रकार में निम्नलिखित होगा:

(i) लुप्त प्राय: पुल, पारगामी जल निकास कार्य, पुलों का सुधार, दो लेनों को चौड़ा करना, कमजोर खंड (ज) सेक्शन को सुदृढ़ करना;

(ii) यातायात संगम के सुधार, सड़क निर्माण सिगनल, उपमार्गों और ऊपरगामी पुलों का संनिर्माण, उप लेन पार्किंग का निर्माण, बस शैडों और उसके समान प्रकृति का संनिर्माण जिसके अंतर्गत सड़क सुरक्षा के पहलुओं की इंजीनियरी भी हैं;

(iii) राष्ट्रीय राजमार्ग या राज्यीय राजमार्गों के समानांतर आपवादिक मामलों में, निर्माण क्षेत्र में बाई पास और समानांतर सेवा सड़कों का संनिर्माण; और

(iv) ग्रामीण सड़कों के साथ साथ पर्यटन महत्व के स्थानों से राष्ट्रीय राजमार्ग को संपर्क सड़कों का विकास करना।

(3) प्रस्ताव में पर्याप्त लंबाई की सड़कें होंगी और साधारणतया कम से कम दस किलोमीटर लंबाई की होंगी, दो स्थानों को जोड़ने के लिए, संबद्ध उपनियम (2) में जहां तक उल्लिखित कार्यों में दो स्थानों को जोड़ने के लिए दस किलोमीटर जहां से कम हैं, के लिए अपेक्षा नहीं होगी और इसमें केवल वे ही कार्य सम्मिलित बिना किसी विल्लंगमों के भूमि उपलब्ध हैं।

(4) कार्यपालक अभिकरण, केन्द्रीय सरकार को ग्रहण की गई परियोजनाओं की सूची उपलब्ध कराएगा जिसमें राज्य सड़क मानचित्र पर दर्शित होगा जिसमें जिला सीमाएं, राष्ट्रीय राजमार्ग, राज्य राजमार्ग, प्रमुख जिला सड़कें, ग्रामीण सड़कों या सड़कों के अन्य प्रकारों का विभिन्न रंगों में उपदर्शित होंगे, के अतिरिक्त निधि के अधीन पहले से ही अनुमोदित सड़कें भी होंगी।

(5) परियोजनाएं इस दृष्टि से चयनित होंगी कि यथास्थिति संपूर्ण राज्य या संघ राज्य क्षेत्र में सड़कों का जाल का संतुलित विकास हों और प्रस्तावों के अंतर्गत निम्नलिखित विवरण भी होंगे, अर्थात् :-

(i) कार्य और जिला (जिलों) के नाम;

(ii) क्षेत्र को दर्शित करते हुए सूचक मानचित्र और प्रस्तावित सड़क या पुल या सुधार कार्य;

(iii) सुधार के लिए प्रस्तावित सड़क का प्रवर्ग चाहे राज्य राजमार्ग या प्रमुख जिला सड़क या अन्यथा हो;

(iv) कार्य का प्रकार जिसके अंतर्गत संक्षेप में अपनाए गए विनिर्देश भी हैं;
(v) लंबाई;
(vi) वास्तविक अपेक्षाओं पर आधारित परियोजना की अनुमानित लागत और अनुमानित वास्तविक लागत;
(vii) संभावित प्रारंभ करने की तारीख;
(viii) समापन की लक्ष्य तारीख;
(ix) परियोजना के लिए आवश्यक संपूर्ण विल्लंगमों रहित भूमि की उपलब्धता के संबंध में प्रमाणपत्र।

(6) निधि के अधीन भूमि अधिग्रहण के लिए प्राक्कलन पर विचार नहीं होगा।

(7) प्रस्तावित कार्य के मानक, डिजाइन और विनिर्देश केन्द्रीय सरकार द्वारा यथानिदेशित भारतीय सड़क कांग्रेस द्वारा संबंधित मार्गनिर्देशों, संहिताओं का अनुपालन करेंगे और परियोजना के पूरा होने की अवधि चौबीस मास से अधिक नहीं होगी जिसके अंतर्गत परियोजना की निविदा के लिए अवधि भी है।

(8) केन्द्रीय सरकार, उपर्युक्त उपनियम (4) और उपनियम (5) में अभिकथित प्रस्तावों के लिए प्रशासनिक अनुमोदन प्रदान करेगी तथा कार्यपालक अभिकरण द्वारा प्राप्त प्रस्तावों को तकनीकी और वित्तीय मंजूरी देगी।

(9) प्रस्ताव के लिए अनुमोदित प्रशासनिक रकम लागत के दस प्रतिशत से अधिक अनुज्ञेय नहीं होगी और यदि दस प्रतिशत से अधिक हो उसे कार्यपालक अभिकरण अपने संसाधनों से व्यवस्था करेगा।

(10) केन्द्रीय सरकार द्वारा किसी पुनरीक्षित प्राक्कलन पर विचार नहीं किया जाएगा।

(11) प्रत्येक कार्य के लिए प्राक्कलन के अंतर्गत आकस्मिकता के तीन प्रतिशत की दर से, क्वालिटी नियंत्रण के लिए एक प्रतिशत की दर से और निर्धारित कर्म स्थापन के लिए 1.5 प्रतिशत की दर से इन शर्तों के अध्यधीन की उनके लिए इसके अतिरिक्त उपबंध हैं, कार्य की लागत का तीन प्रतिशत तक विस्तार निधि केन्द्रीय सरकार द्वारा नियुक्त प्रादेशिक अधिकारी के निपटान पर होगा या मानव शक्ति को किराए पर लेने के व्यय को उपगत करने के लिए और कार्य की क्वालिटी नियंत्रण का निष्पादन करने के लिए राज्य या केन्द्रीय सरकार के लिए प्राधिकृत कोई अन्य अधिकारी नियुक्त किया है।

(12) किसी अधिकरण को इस स्कीम के अधीन किसी कार्य के निष्पादन के लिए कोई प्रभार संदेय नहीं होगा।

(13) समाप्ति के पश्चात् परियोजनाओं के अनुरक्षण और चालू रखने का दायित्व कार्यपालक अभिकरण का होगा।

(14) कार्यपालक अभिकरण यह सुनिश्चित करेगा कि कोई व्यक्तिगत परियोजना में तकनीकी अनुमोदन, वित्तीय मंजूरी और प्रवर्तन कार्य के प्रशासनिक अनुमोदन की तारीख से चार मास की अवधि के भीतर हो जाए जिसके न होने पर कार्य को नामंजूर समझा जाएगा।

(15) मंजूर कार्यों को उपधारा (5) में निर्दिष्ट ब्यौरों के साथ दी गई समय सूची के भीतर पूरा किया जाएगा।

(16) निधि के खातों का संपरीक्षण भारत के नियंत्रण महालेखापरीक्षक द्वारा होगा और ऐसी रीति में और ऐसे अंतराल में जो उसके द्वारा विनिर्दिष्ट की जाए।

(17) कार्यपालक अधिकरण, प्ररुप-1 में उपयोग का प्रमाणपत्र देगा जिसे राज्य या संघ राज्यक्षेत्र के लिए केन्द्रीय सरकार द्वारा नियुक्त प्रादेशिक अधिकारी द्वारा सत्यापित किया जाएगा जिसके साथ त्रैमासिक प्रगति रिपोर्ट भी होगी जो निधि की अतिरिक्त किस्तों के निर्मोचन के लिए किए गए व्ययों की सीमा और कार्य की भौतिक प्रगति के आधार पर होगी।

परंतु किसी वित्तीय वर्ष के दौरान इस प्रकार निर्मोचित सभी रकम उस वित्तीय वर्ष के दौरान राज्य या संघ राज्य क्षेत्र को प्रोद्भूत

रकम से अधिक नहीं होगी और रकम जो पूर्ववर्ती वर्षों में प्रोद्भूत हुई है उसे निर्मोचित नहीं किया जाएगा।

(18) स्कीमों की कुल लागत का अनुमोदन बैंक की मंजूरी की सीमा होगी जो सामान्यतया समय की किसी भी सीमा पर अधिक नहीं होगी, वर्ष के लिए वार्षिक प्रोद्भवन दो बार होगा जो किसी राज्य या संघ राज्यक्षेत्र के संबंध में स्कीमों की मंजूरी है।

6. राज्य सड़कों के लिए निधियों का निर्मोचन - (1) प्रत्येक राज्य या संघ राज्यक्षेत्र के लिए चालू वर्ष के लिए प्रोद्भवन का एक-तिहाई मंजूर कार्यों के प्रयोग के लिए संबद्ध राज्य या संघ राज्य क्षेत्रों के व्ययन के लिए रखा जाएगा और उक्त रकम को पश्चातवर्ती निर्मोचन से व्ययों के पुन:पूर्ति करने द्वारा आरक्षित रूप में बनाए रखना होगा।

परंतु पश्चातवर्ती किस्तों का निर्मोचन कार्य की प्रगति के आधार पर होगा और वास्तविक व्यय के अधीन कि किसी राज्य या संघ राज्य क्षेत्र को वर्ष के दौरान निर्मोचित कुल रकम उस राज्य या संघ राज्यक्षेत्र के संबंध में उस वर्ष के लिए कुल प्रोद्भवन और पूर्ववर्ती वर्षों को प्रोद्भवन से निर्मोचित नहीं हुई रकम से अधिक नहीं होगी।

(2) कार्यपालक अभिकरण निर्मोचन रकम के लिए उपयोग प्रमाणपत्र देगा और इन नियमों से उपाबद्ध त्रैमासिक प्रगति रिपोर्ट और मासिक व्ययों की रिपोर्ट भी देगा।

7. राज्य सड़कों के निर्माण और विकास के लिए स्कीम को स्वीकृत करने की रीति जिसके अंतर्गत अंतर राज्यिक संयोजी और आर्थिक महत्व की सड़कें भी हैं

(1) अंतरराज्यिक सड़कें या राज्य राजमार्ग पर सीमाओं के पुलों और प्रमुख जिला सड़कें जो दो लगे हुए राज्यों के मध्य संचार को सुनिश्चित करने के लिए आवश्यक हैं, को अंतरराज्यिक संयोजी परियोजनाओं के रूप में विचार की जाएगी और निम्नलिखित मार्ग निर्देशों के आधार पर उन पर विचार किया जाएगा, अर्थात् :-

(i) प्रस्तावित सड़क राज्यों के मध्य अंतरराज्यिक संयोजनों को सुकर बनाएगी;
(ii) सीमा सड़कों पर किसी पुल परियोजना को पूर्विकता दी जा सकेगी;
(iii) ऐसी सड़कें जिन पर कम से कम पिछले तीन वर्षों में कोई सुधारात्मकता न किया गया हो;
(iv) प्रस्तावित परियोजना की प्राक्कलित लागत सामान्यतया पच्चीस करोड़ रुपए से अधिक न होगी जब तक कि केन्द्रीय सरकार द्वारा उसे अनुज्ञा न दे दी गई हो।

(2) राज्य राजमार्गों और प्रमुख जिला सड़कों पर निम्नलिखित परियोजनाओं पर आर्थिक महत्व की परियोजनाओं के रूप में विचार होगा और निम्नलिखित मार्गनिर्देशों के आधार पर उन पर विचार किया जाएगा, अर्थात् :-

(i) प्रस्तावित सड़कें या तो सीधे या किसी महत्वपूर्ण बाजार केन्द्र, आर्थिक परिक्षेत्र, औद्योगिक परिक्षेत्र, कृषि परिक्षेत्र, पर्यटन केन्द्र, धार्मिक केन्द्र और जहां समान महत्वपूर्ण आर्थिक क्रियाकलाप किए जाते हों, से संबद्ध होगी;
(ii) सड़कें जो समाज के भेध्य वर्ग के लिए लाभकारी हों जैसे अनुसूचित जाति, अनुसूचित जनजाति, घाट सड़कें और परिस्थिति संवेदनशील क्षेत्रों को जोड़ने वाली सड़के हैं;
(iii) आर्थिक क्रियाकलापों के केन्द्र, स्कूलों और शिक्षा संस्थानों की मुख्य सड़कें;
(iv) सामाजिक महत्व के अवसरंचनापूर्ण जैसे अत्येष्टि स्थल, स्नानघाट, अनाथालय, वृद्धाश्रम और लोक उपयोगिताएं की सड़कें;
(v) राज्य राजमार्ग, राष्ट्रीय राजमार्ग को जोड़ने वाली सड़कें और पर्यटन स्थलों को जोड़ने वाली संपर्क सड़कें।

3. प्रत्येक कार्य के लिए प्राक्कलन के अंतर्गत आकस्मिकता के तीन प्रतिशत की दर से, क्वालिटी नियंत्रण के लिए एक प्रतिशत की दर से और निर्धारित कर्म स्थापन 1.5 प्रतिशत की दर से इन शर्तों के अध्यधीन कि वह उनके लिए इन उपबंधों से बाहर हैं, कार्य की लागत का तीन प्रतिशत विस्तार तक निधि केन्द्रीय सरकार द्वारा नियुक्त प्रादेशिक अधिकारी के व्ययन पर होगा या राज्य या केन्द्रीय सरकार के लिए प्राधिकृत कोई अन्य अधिकारी जो मानव शक्ति को किराए पर लेने के लिए और कार्य की क्वालिटी नियंत्रण का निष्पादन करने के लिए नियुक्त किया है।

(4) जहां उपधारा (2) में निर्दिष्ट किसी सड़क के संबंध में पिछले तीन वर्षों में सुधारकार्य किया गया है ऐसी सड़कें इन नियमों के अधीन निधि की मंजूरी के लिए विचार करने के लिए पात्र नहीं होंगी।

(5) प्रस्तावित परियोजना की लागत सामान्तया बीस करोड़ रुपए से अनधिक नहीं होगी जब तक कि केन्द्रीय सरकार द्वारा अनुज्ञा न दे दी गई हो।

(6) अंतरराज्यिक संयोजी राज्य सड़कों और आर्थिक महत्व की राज्य सड़कों के अधीन स्कीम निम्न तक विस्तारित होगी-

(क) राज्य सड़कों के लिए आबंटन का दस प्रतिशत;
(ख) अंतरराज्यिक संयोजी सड़कों और पुलों की परियोजनाएं निधि से पूर्णरूप से निधिक होंगी;
(ग) आर्थिक महत्व की परियोजनाएं, अनुमोदित परियोजना लागत के पचास प्रतिशत की सीमा तक निधि द्वारा निधिक होंगी।

(7) कार्यपालक अभिकरण, प्रत्येक वर्ष की 30 अप्रैल को पृथक सूचियां जिसमें अंतरराज्यिक संयोजी और आर्थिक महत्व की सड़क और पुल परियोजनाओं की सीमित संख्या अंतर्विष्ट होंगी, देंगे, जिसमें मंजूरी के लिए प्रायोजक जैसे संबंधित ब्यौरे और उसका न्यायोचित्य भी होगा।

(8) कार्यपालक अभिकरण ऐसे किसी प्रस्ताव को प्रायोजित नहीं करेंगे जिसके अंतर्गत भूमि अर्जन और उपयोगिता का अंतरण अंतर्वलित हो।

8. स्कीमों का अनुमोदन और वित्त पोषण - (1) नियम 6 में निर्दिष्ट परियोजना के बाबत ब्यौरे केन्द्रीय सरकार द्वारा परीक्षित होंगे और कार्यपालक अभिकरण अंतर राज्यीय संयोजी और आर्थिक महत्व की राज्य सड़कों की स्कीम के अधीन मंजूरी के लिए पहचान किए गए परियोजनाओं को सूचित करेगा।

(2) संबद्ध कार्यपालक अभिकरण, स्कीम की चयन के पश्चात् या तो अंतर राज्यिक संयोजी (पूर्णतया वित्त पोषित) या आर्थिक महत्व (पचास प्रतिशत वित्त पोषित) सभी सड़कों और पुल परियोजनाओं के लिए विस्तृत प्राक्कलन के ब्यौरे देगा और उसके पश्चात् केन्द्रीय सरकार तकनीकी, वित्तीय मंजूरी और प्रशासनिक अनुमोदन इन शर्तों के अधीन करेगा कि राष्ट्रीय राजमार्ग परियोजनाओं के लिए प्राक्कलनों के बनाने या प्रसंस्करण लागू करने की बाबत विद्यमान प्रक्रिया या मार्गनिर्देश, इस स्कीम के अधीन मंजूर परियोजनाओं को लागू होंगे।

(3) कार्यपालक अभिकरण इस प्रभाव का प्रमाणपत्र देगा कि सड़क के विकास के लिए भूमि उपलब्ध है और उसके कब्जे में है और उपयोगिताओं को हटाने, यदि कोई हों, पूरी कर ली गई है।

(4) अंतरराज्यिक संयोजी इस स्कीम के अधीन पूर्णतया वित्त पोषित परियोजनाओं पर मंजूरी लागत अनुज्ञेय से अतिरिक्त व्यय राष्ट्रीय राजमार्ग परियोजनाओं को समान लागू होंगे।

(5) आर्थिक महत्व के अधीन स्वीकृत मंजूर परियोजनाओं के लिए मंजूर रकम से अधिक कोई अतिरिक्त रकम कार्यपालक अधिकरण द्वारा अपने स्वयं के संसाधनों द्वारा वहन किए जाएंगे।

(6) पूर्ण वित्त पोषित परियोजनाओं के लिए अनुज्ञेय सीमाओं से बाहर कोई व्यय केन्द्रीय सरकार के पूर्व अनुमोदन प्राप्त किए बिना नहीं किया जाएगा।

(7) आंशिक वित्त पोषित कार्यों के लिए आर्थिक महत्व प्रवर्ग की परियोजनाओं के अधीन प्राक्कलन का पुनरीक्षण अनुज्ञेय नहीं होगा।

(8) अंतरराज्यिक संयोजी परियोजनाओं के लिए पुनरीक्षित प्राक्कलन केन्द्रीय सरकार के विचार के लिए भेजा जा सकेगा यदि लागत मंजूर लागत पर अनुज्ञेय सीमा से परे अधिक से ज्यादा हो गई हो।

(9) राष्ट्रीय राजमार्ग परियोजनाओं को यथालागू निविदा (पूर्वअर्हताएं और स्वीकृति) और पुनरीक्षित प्राक्कलन के संबंध में विद्यमान विनिर्देशों या मार्गनिर्देश अंतरराज्यिक संयोजी सड़कों की पूर्णवित्त पोषित परियोजनाओं को लागू होंगे।

(10) समाप्ति के पश्चात् सड़कों या पुलों के भविष्यकालीन रखरखाव या अनुरक्षण का उत्तरदायित्व कार्यपालक अभिकरण का होगा।

9. अंतरराज्यिक संयोजी या आर्थिक महत्व के कार्यों के लिए निधियों का निर्मोचन - (1) प्रत्येक वित्तीय वर्ष में निधियों का निर्मोचन किस्तों में होगा।

(2) (i) पहली किस्त का निर्मोचन कार्यपालक अभिकरण द्वारा संसूचित अपेक्षाओं के आधार पर होगी और उस किस्त की मात्रा सरकारी मंजूरी में दर्शित परियोजना के प्रथम वर्ष के लिए व्ययों के चरणों के अनुसार विनियमित होगी।

(ii) पश्चातवर्ती किस्तों का निर्मोचन कार्यों की प्रगति और वास्तविक व्ययों के आधार पर होगा और इस प्रयोजन के लिए कार्यपालक अभिकरण इन नियमों से उपाबद्ध प्ररूप -1 और प्ररूप - 2 में केन्द्रीय सरकार को भौतिक और वित्तीय प्रगति की रिपोर्ट भेजेगी जो राज्य या संघ, राज्य क्षेत्र के लिए केन्द्रीय सरकार द्वारा नियत प्रादेशिक अधिकारी द्वारा सम्यक रूप से सत्यापित होगी।

(3) पचास प्रतिशत वित्त पोषित कार्यों के लिए निधियों का निर्मोचन यथास्थिति राज्य या संघ राज्यक्षेत्र के संसाधनों से किए गए प्रस्तावित व्ययों के अनुरूप होगा।

(4) इन सभी मामलों में, आबंटन के लिए वित्तीय प्रावधानों की संपूर्ण उपलब्धता अवधारित करने का कारक होगा और संदाय तद्नुसार विनियमित अनुसार होगा। संबद्ध कार्यपालक अभिकरण द्वारा व्यय कार्य के लिए किए गए आबंटन तक सीमित होंगे।

10. कार्यों का निष्पादन - (1) कार्यपालक अभिकरण, निधि के अधीन मंजूर सभी परियोजनाओं जिसके अंतर्गत अंतरराज्यिक संयोजी और आर्थिक महत्व के कार्य भी हैं, के कार्यान्वयन के लिए निम्नलिखित संप्रेक्षण करेगा कि -

(क) सड़कों या पुल परियोजनाओं का डिजाइन संबंधित केन्द्रीय सरकार की संहिता और मार्गनिर्देशों के अनुसार किया जाएगा;

(ख) कार्यों का क्वालिटी नियंत्रण केन्द्रीय सरकार द्वारा विहित प्राधिकृत प्रक्रियाओं द्वारा होगा;

(ग) परियोजनाओं की मानिटरी, नियमित अंतराल पर समय और लागत को दूर करने के लिए क्रमबद्ध रीति से की जाएगी;

(2) कार्यपालक अभिकरण परियोजना के दोनों सिरों पर संकेत लगाएगा जिसमें कार्य का नाम और समय समय पर केन्द्रीय सरकार द्वारा जारी किए गए अनुदेशों के अनुसार अन्य ब्यौरे भी देगा।

(3) केन्द्रीय सरकार या उसके द्वारा राज्य या संघ राज्य क्षेत्र के लिए क्षेत्रीय अधिकारी के रूप में नियुक्त किसी अधिकारी या उसके द्वारा कार्य के निष्पादन के दौरान कार्य के आवाधिक निरीक्षण और समय अनुसूची और उचित कार्यान्वयन के संप्रेक्षण को सुनिश्चित करने के लिए आवश्यक ऐसी जांचों को करने के लिए किसी अन्य अधिकारी या अभिकरण को नियुक्त करेगा:

परंतु कोई व्यक्ति जो किसी सिविल इंजीनियर की न्यूनतम अर्हता का सिविल इंजीनियरी में डिप्लोमा और निर्माण में दस वर्ष से कम का अनुभव और सड़क पुल या संबंधित संरचनाओं के अनुरक्षण का अनुभव रखता हो। कार्य के निरीक्षण के लिए प्राधिकृत नहीं किया जाएगा।

(4) इस प्रकार प्राधिकृत अधिकारी कार्यों की माप भी रखेगा जो कार्य के मानकों या विनिर्देशों के अनुसार कार्य के निष्पादन को सुनिश्चित करने के लिए कार्य के मूल्य का तीस प्रतिशत से अन्यून सीमा तक हो सकेगा।

(5) ऐसे निरीक्षण और जांचों का प्रयोग करने के लिए आवाधिक, अंतराल या प्रक्रिया केन्द्रीय सरकार द्वारा विनिश्चित होगी।

11. प्रगति रिपोर्ट और पुनर्विलोकन - (1) अंतरराज्यिक संयोजी और आर्थिक महत्व की अन्य राज्य सड़कों के मामले में कार्यपालक अभिकरण निधि से मंजूर सभी कार्यों की त्रैमासिक कार्य रिपोर्ट प्रत्येक वर्ष के जून, सितंबर, दिसंबर और मार्च को समाप्त होने वाली तिमाही के लिए भेजेगा और ऐसी रिपोर्ट केन्द्रीय सरकार प्रत्येक तिमाही की समाप्ति की रिपोर्ट से एक मास के भीतर पहुंच जानी चाहिए और कार्यपालक अभिकरण समापन रिपोर्ट या प्रमाण पत्र संपरीक्षक द्वारा सम्यक् रूप से सत्यापित कार्य के समाप्त होने के पश्चात् यथाशीघ्र भेजेगा।

(2) अंतरराज्यिक संयोजी और आर्थिक महत्व की राज्य सड़कों के मामले में त्रैमासिक प्रगति रिपोर्ट और मासिक व्यय रिपोर्ट केन्द्रीय सरकार को प्ररूप-ज2 और प्ररूप-3 में उन प्रतियों को पृष्ठांकित ऐसे अन्य अधिकारियों को किया जाएगा जो कार्यपालक अभिकरण के संबंद्ध मुख्य इंजीनियरिंग द्वारा निर्देशित हों, भेजी जाएंगी।

(3) भौतिक प्रगति के साथ साथ व्ययों को केन्द्रीय सरकार द्वारा त्रैमासिक आधार पर कार्यपालक अभिकरण के साथ पुनर्विलोकित या विचारित होगा।

प्ररूप - 1

(नियम 5 (18) देखें)

यह प्रमाणित किया जाता है .... करोड़/लाख रुपए की रकम पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय द्वारा पत्र सं. ..... तारीख ..... द्वारा निर्मोचित किए गए थे जिसमें ..... करोड़/लाख रुपए केन्द्रीय सड़क निधि स्कीम के अधीन मंजूर कार्यों में व्यय कर दिए गए है। यह और प्रमाणित किया जाता है कि मंजूर कार्यों में ही केवल उपगत किए गए है और व्यष्टिक कार्यों की मंजूर लागत में अधिक नहीं हुई है।

उप सचिव/संयुक्त सचिव/सचिव

..... सरकार

प्ररुप 2
केन्द्रीय सड़क निधि से निष्पादित कार्यों की प्रगति रिपोर्ट

निष्पादक अभिकरण

समाप्त होने वाले प्रत्येक तिमाही के लिए रिपोर्ट

क्रम संख्या	कार्य का नाम	लंबाई (कि.मी.)/ मी. (पुलों के लिए)	ए ए की रकम (रुपए लाखों में)	ए ए सं. और तारीख	तकनीकी मंजूरी की रकम	मंजूरी की तारीख	भौतिक प्रगति प्रतिशत में		
							पूर्ववर्ती वर्ष की समाप्ति तक	वर्ष के दौरान	तिमाही के अंत तक कुल प्रगति
1	2	3	4	5	6	7	8	9	10
								पेज 2 पर जारी	

हस्ताक्षर
कार्यपालक इंजीनियर
लोकनिर्माण विभाग

प्ररुप 3
केन्द्रीय सड़क निधि से निष्पादित कार्यों की व्यय रिपोर्ट

राज्य: मास:

खाते का शेष जिसमें व्यय विकलनीय होंगे:

क्रम संख्या	परियोजना का नाम	कार्य संख्या	कार्य के लिए अनुमोदित केन्द्रीय सहायता की रकम	पूर्व वित्तीय वर्ष की समाप्ति तक निर्मोचित निधि का की रकम	पूर्व वित्तीय वर्ष की समाप्ति तक कार्यों के लिए किया गया कुल व्यय	पूर्व माह की समाप्ति को रिपोर्ट के अधीन वर्ष की 1 अप्रैल से किए गए	मास के दौरान व्यय जिससे संबंधित विवरणी है	स्तंभ 5, 6 और 7 का कुल योग	टिप्पणियां (यदि कोई हो)
1	2	3	4	5	6	7	8	9	10

[फा.सं. एन एच-11011/2/2000-पी एंड एम]

सरोज कुमार दास, संयुक्त सचिव

122.2/28

MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS

NOTIFICATION

New Delhi, the 10th July, 2007

G.S.R. 475(E).– In exercise of the powers conferred by section 12 of the Central Road Fund Act, 2000 (54 of 2000), the Central Government hereby makes the following rules for the disbursement of the Central Road Fund in respect of specified projects, schemes and activities relating to development and maintenance of State roads including roads of inter-State connectivity and economic importance, namely:–

1. Short title, and commencement – (1) These rules may be called the Central Road Fund (State Roads) Rules, 2007.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. Definitions – In these rules, unless the context otherwise requires, –

(a) "Act" means the Central Road Fund Act, 2000 (54 of 2000);
(b) "executive agency" means–

(i) in the case of a Union territory, the Administrator thereof to whom the functions of the Central Government in relation to the execution of works pertaining to national highways are delegated under article 239 of the Constitution; and

(ii) in any other case, the State Government to which such functions are delegated under section 5 of the National Highways Act, 1956 (48 of 1956);

(c) "scheme" means the scheme for development of state roads including roads of inter-State connectivity and economic importance and includes the scheme relating to development of State roads sanctioned under the Central Road Fund by the Resolution governing the Central Road Fund as passed by the Houses of Parliament, dated the 13th May, 1988;

(d) words and expressions used herein and not defined but defined in the Act shall have the same meanings respectively assigned to them in the Act.

3. Disbursement of Fund in respect of projects, schemes and activities – Subject to the provisions specified under section 7 of the Act, the Fund shall be disbursed for projects, schemes or activities relating to the construction and development of State roads including roads of inter-State connectivity and of economic importance but excluding the rural roads and to be identified in accordance with the rule 4 of these rules.

4. Procedure for identification and prioritisation – (1) The Central Government shall identify the projects, schemes or activities for release of Funds in consultation with the State Governments or the Union territory Admnistrations, as they case may be.

(2) If, all the projects, schemes or activities so identified cannot be sanctioned due to shortage of resources in the Fund, the Central Government shall prioritise the projects, schemes or activities for release of Fund in consultation with the State Governments or Union territory Administrations, as the case may be.

(3) The State Governments or the Union territory Administrations, as the case may be, shall furnish necessary details as per rule 5 and rule 6 of the projects, schemes or activities to the Central Government to facilitate identification and prioritization of the schemes.

(4) The State Governments or the Union territory Administrations, while furnishing the details relating to

projects, schemes or activities to the Central Government, shall observe the procedure as prescribed under rule 5 and rule 6 of these rules.

(5) Approval of schemes under State roads– (1) The approval of schemes relating to State roads shall be done in the following manner, namely:–

(a) for utilisation of Fund, priority may be assigned to already sanctioned projects under the scheme and the accruals shall be utilised for new works to be sanctioned as specified in sub-rule (2);
(b) all State roads including State highways, major district roads and other roads of importance excluding rural roads.

(2) The types of works to be considered in this scheme shall comprise–

(*i*) construction of missing bridges, cross drainage works, rehabilitation of bridges, widening of two-lanes, strengthening of weak pavement sections;
(*ii*) engineering aspects of road safety works covering improvement of traffic junctions, road marking, signaling, construction of subways and over-bridges, construction of parking lay-byes, bus sheds and the like;
(*iii*) construction of bypasses, parallel service roads along national highways or State highways, in built up areas in exceptional cases; and
(*iv*) development of connecting roads to national highways from rural roads as well as to tourist important places.

(3) The proposals shall cover sufficient length of road and shall generally be covering at least ten kilometers length, unless the requirement for connecting two places is less than ten kilometers in so far as works mentioned in sub-rule (2) are concerned, and shall include only those works where land is available without any encumbrance.

(4) The executive agency shall make available the Central Government a list of projects to be taken up which shall be shown on the State road map indicating district boundaries, national highways, State highways, major district roads, rural roads or other types of roads in different colours, in addition to the roads already approved under the Fund.

(5) The projects shall be selected with a view to have a balanced development of the road network in the entire State or the Union territory, as the case may be, and the proposals shall include the following particulars, namely:–

(i) name of the work and district(s);
(ii) index map showing the area and the proposed road or bridge or improvement works;
(iii) category of the road proposed to be improved whether the State highway or major district road or otherwise;
(iv) scope of the work including the specifications to be adopted in brief;
(v) length;
(vi) estimated cost of the project based on the actual requirement and realistic cost estimate;
(vii) probable starting date;
(viii) target date of completion;
(ix) a certificate regarding availability of the entire unencumbered land needed for the project.

(6) The estimates for land acquisition shall not be considered under the Fund.

(7) The standards, design and specification of the works to be proposed shall follow the relevant guidelines, codes, Indian Road Congress specifications as directed by the Central Government and the period of completion of projects shall not exceed twenty four months including period for tendering of projects.

(8) The Central Government shall accord administrative approval for the proposals as mentioned in sub-rule (4) and sub-rule (5) above and the technical approval and financial sanction of the proposals shall be accorded by

the executive agency.

(9) No excess cost beyond ten per cent of the amount administratively approved for the proposal shall be permissible and the excess, if any, over and above ten per cent shall be arranged by the executive agency from their own resources.

(10) No revised estimate will be considered by the Central Government.

(11) The estimate for each work shall include provisions for contingencies at the rate of 3%, quality control at the rate of 1% and workcharged establishment at the rate of 1.5% subject to the condition that out of these provisions, funds to the extant of 3% of the cost of the work shall be placed at the disposal of the regional officer appointed by the Central Government or any other officer authorised for the State or Union territory for incurring expenditure on hiring manpower and execution of quality control of the works.

(12) No agency charges shall be payable for the execution of works under the scheme.

(13) Maintenance and upkeep of the projects after completion shall be the responsibility of the executive agency.

(14) The executive agency shall ensure that an individual project is technically approved, financially sanctioned and awarded within a period of four months from the date of administrative approval of work, failing which the work shall deemed to have been desanctioned.

(15) The sanctioned works shall be completed within the time schedule as submitted alongwith the particulars referred to in sub-rule (5).

(16) The accounts of the Fund shall be audited by the Comptroller and Auditor General of India, in such manner and at such intervals, as may be specified by him.

(17) The executive agency shall furnish the utilisation certificate in Form-I duly verified by the regional officer appointed by the Central Government for the state or the Union territory alongwith the quarterly progress report based on which further installment of Funds shall be released to the extent of expenditure incurred and the physical progress of the work.

Provided that, the total amount so released during any financial year shall not exceed the amount accrued to the State or Union territory during that financial year and the amount which has not been released from accruals of the previous years.

(18) The total cost of the schemes to be approved shall be limited to the **bank of sanction** which shall not normally exceed, at any point of time, two times the annual accrual for the year in which the schemes are sanctioned in respect of any State or Union territory.

6. Release of funds for State roads. – (1) One third of the accrual for the current year for each State or Union territory shall be placed at the disposal of the concerned State or Union Territory for utilization against the sanctioned works and the said amount shall be maintained as a reserve by replenishing the expenditure from subsequent releases.

Provided that the subsequent instalments shall be released on the basis of the progress of works and actual expenditure subject to the condition that the total amount released for any State or Union territory during the year shall not exceed the total accrual for that year in respect of that State or Union Territory and the amount which has not been released from accruals of previous years.

(2) The executive agency shall submit the utilization certificate for the amount released and shall also submit quarterly progress report and monthly expenditure report annexed to these rules.

7. Manner of sanctioning schemes for construction and development of State roads including roads of inter-State connectivity and economic importance – (1) The inter-State roads or bridges at the border on State Highway and major district roads necessary for ensuring thorough communication between two adjacent States shall be considered as the project of inter-State connectivity and shall be considered on the basis of the following guidelines, namely:–

(i) the proposed road should facilitate inter-State connectivity between States;
(ii) a bridge project on the border roads may be given priority;
(iii) no improvement work should have been done in last three years on such road;
(iv) the estimated cost of the proposed project shall not normally exceed rupees twenty-five crores unless permitted by the Central Government.

(2) The following projects on State highways and major district roads shall be considered as the projects of economic importance and shall be considered on the basis of the following guidelines, namely:–

(i) the proposed road should be either directly connecting to or leading to an important market centre, economic zone, industrial zone, agricultural region, tourist centre, religious centre and the like where significant economic activity is beingundertaken;
(ii) roads benefiting vulnerable sections of the society, such as, scheduled castes, scheduled tribes, ghat roads and roads connecting ecologically sensitive areas;
(iii) roads leading to center of economic activities, schools and education institutions;
(iv) roads leading to socially important infrastructure, such as, cremation grounds, bathing ghats, orphanages, old age homes and public utilities;
(v) roads connecting the State highways, the national highways and link roads connecting the tourist destinations.

(3) The estimate for each work shall include provisions for contingencies at the rate of 3%, quality control at the rate of 1% and workcharged establishment at the rate of 1.5% subject to the condition that out of these provisions, funds to the extant of 3% of the cost of the work shall be placed at the disposal of the regional officer appointed by the Central Government or any other officer authorised for the State or Union Territory for incurring expenditure on hiring manpower and execution of quality control of the works.

(4) Where the improvement work has been done in last three years in respect of any roads referred in sub-rule (2), such roads are not eligible to be considered for sanctioning of funds under these rules.

(5) The cost of the proposed project shall not normally exceed rupees twenty crores unless permitted by the Central Government.

(6) The schemes under State roads of Inter-State connectivity and State roads of economic importance shall be covered to the extent of –

(a) ten percent of the allocation for State roads;
(b) roads or bridge projects of inter-State connectivity shall be fully funded from the Fund;
(c) projects of economic importance shall be funded by the Fund to the extent of fifty percent of the approved project cost.

(7) The executive agency shall, by 30th April of each year, furnish separate lists containing limited number of road and bridge projects of inter-State connectivity and economic importance which it would like to sponsor for sanction along with relevant details and justification.

(8) The executive agency shall not sponsor any proposal involving land acquisition and shifting of utilities.

8. Approval and financing of schemes. – (1) Particulars regarding the projects referred to in rule 6 shall be examined by the Central Government and the executive agency shall be informed of the projects identified for sanction under the scheme of State roads of inter-State connectivity and economic importance.

(2) After selection of the scheme, the executive agency concerned shall submit the detailed estimates for all the road and bridge projects of either inter-State connectivity (fully financed) or economic importance (fifty per cent financed) and thereafter the Central Government shall accord technical, financial sanction and administrative approval subject to the condition that the existing procedure and guidelines applicable for the national highways projects with regard to framing and processing of the estimates shall be applicable to the projects sanctioned under this scheme.

(3) The executive agency shall render a certificate to the effect that land is available for road development and is in its possession and removing of utilities, if any, has been completed.

(4) Permissible limit of excess expenditure beyond sanctioned cost on projects fully financed under this scheme of inter-State connectivity shall be the same as applicable to national highway projects.

(5) For the projects sanctioned under economic importance, any excess amount over and above the sanctioned amount shall be borne by the executive agency from their own resources.

(6) No expenditure beyond permissible limits for fully financed projects shall be committed without obtaining the previous approval of the Central Government.

(7) Revision of estimate shall not be permissible under projects of economic importance category for partially financed works.

(8) The revised estimate for inter-State connectivity projects may be submitted to the Central Government for consideration, if the cost is likely to exceed beyond the permissible limits on the sanctioned cost.

(9) The existing instructions or guidelines in respect of tenders (pre-qualification and acceptance) and revised estimates as applicable to national highway projects shall be applicable to fully financed projects of roads of inter-State connectivity.

(10) Future upkeep and maintenance of the roads or bridges after completion shall be the responsibility of the concerned executive agency.

9. Release of funds for inter-State connectivity or economic importance works. – (1) The funds would be released in every financial year in installments.

(2) *(i)* the first instalment shall be released on the basis of requirement communicated by the executive agency and the quantum of that instalment shall be regulated in accordance with the phasing of expenditure for the first year of the project indicated in the Government sanction.

(ii) the subsequent instalment shall be released on the basis of the progress of the work and the actual expenditure and for that purpose, the executive agency shall submit the physical and financial progress reports to the Central Government in Form-I and Form-II, annexed to these rules, duly verified by the regional officer appointed by the Central Government for the State or Union territory.

(3) The release of funds for fufty percent financed works shall be commensurate with the expenditure proposed to be incurred from the resources of the States or the Union territories, as the case may be.

(4) In all these cases, the overall availability of budget provision shall be the determining factor for allocations and the payments would be regulated accordingly. The expenditure by the concerned executive agency shall be confined to the allocation made for the work.

10. Executive of works. – (1) The executive agency shall, for the implementation of all the projects sanctioned under the Fund including inter-State connectivity and economic importance works, observe that –

(a) the design of the road or bridge projects shall be carried out as per the relevant Central Government codes and guidelines;

(b) for quality control of the works, authorised procedures prescribed by the Central Government shall be followed;

(c) project monitoring shall be done at regular interval in a methodical manner to avoid time and cost over run.

(2) The executive agency shall install signs at both ends of the projects displaying the name of work and other details as per instructions issued by the Central Government from time to time.

(3) The Central Government or any officer appointed by it as regional officer for the State or Union Territory or any other officer or agency authorised by it shall periodically inspect the work during the execution and exercise such checks as may be necessary to ensure observance of the time schedule and proper implementation.

Provided that no person, other than a civil engineer having a minimum qualification of Diploma in Civil Engineering and possessing a minimum of ten years experience in the construction and maintenance of roads, bridges or related infrastructure shall be authorised to inspect the works.

(4) The officer so authorized shall also measures the work to an extant not less than 30% of the value of the work to ensure execution of the work as per standards and specifications.

(5) The periodicity, intervals or the procedure for such inspection and exercising of checks shall be decided by the Central Government.

11. Progress reports and review – (1) In the case of State roads other than inter-State connectivity and economic importance, the executive agency shall submit quarterly progress report of all the works sanctioned from the Fund for the quarters ending June, September, December and March every year and such report shall reach the Central Government within one month from the date of ending of each quarter, and the executive agency shall send completion report or certificate duly verified by the audit as soon as the works are completed.

(2) In the case of State roads of inter-State connectivity and economic importance, the quarterly progress report and the monthly expenditure report shall be submitted to the Central Government in Form-II and Form-III with copies endorsed to such other officer as directed by it by the concerned chief engineer of the executive agency.

(3) The physical progress as well as expenditure shall be reviewed and discussed with executive agency on quarterly basis by the Central Government.

Form-I

[See rule 5 (18)]

UTILISATION CERTIFICATE

It is to certify that out of an amount of Rs. ..... crores/lakhs released by the Ministry of Shipping, Road Transport and Highways, vide letter No. ..... date ....., an amount of Rs. ..... crores/lakhs has been spent on works sanctioned under the Central Road Fund scheme. It is further certified that expenditure has been incurred on sanctioned works only and has not exceeded the sanctioned cost of individual works.

Deputy Secretary/Joint Secretary/Secretary

Government of .....

122.2.84

FORM-II

Executive Agency

Progress Report of Works Executed from Central Road Fund

Report for the Quarter Ending .....

Sl. No.	Name of the work	Length (Km.)/ M (For Bridges)	Amount of AA (Rs. in lakh)	AA No. and date	Amount of Technical Sanction	Date of Sanction	Physical Progress in %		
							Upto the end of Previous Year	During the Year	Total Progress upto the end of the Quarter
1	2	3	4	5	6	7	8	9	10

Signature

Executive Engineering of the PWD

FORM-III

Expenditure Report of Works Executed from Central Road Fund

State: Month:

Head of Account to which the expenditure is debitable:

Sl. No.	Name of the project	Job No.	Amount of Central assistance approved for the work	Progressive total of funds released upto end of the previous financial year	Total expenditure incurred against the work upto the end of previous financial year	Expendi-ture from 1st April of the year under report to the end of the previous month	Expendi-ture during the month to which the return relates	Total of Columns 5, 6 and 7	Remarks (if any)
1	2	3	4	5	6	7	8	9	10

[F. No. NH/11011/2/2000-P&M]

SAROJ KUMAR DASH, Jt. Secy.

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
130.76	NH-15032/22/2006-P&M dated 24.01.2007	Payment of Bonus as per Standard Bidding Document	130/131
130.77	RW/NH-34066/4/2007-S&R(B) dated 14.08.2007	Improving vigilance administration by increasing transparency through effective use of website	130/131
130.78	NH-14019/4/2008-P&M dated 27.06.2008	Acceptance of single tenders for National Highways works	130/132

130.76

No. NH-15032/22/2006-P&M *Dated, the 24th January, 2007*

To,

Secretaries of Works Department dealing with National Highways, Chief Engineers of all State/UT PWDs dealing with National Highways; and All ROs/ELOs of Ministry of Shipping Road Transport & Highways (Department of Road Transport & Highways)

Subject : Payment of Bonus as per Standard Bidding Document (SBD)

Please refer to this Ministry's letters No. RW/NH-24020/2/99-PIC dated 4th September 2000, 4th October, 2000 and 21st December, 2000 forwarding therewith Standard Bidding Document (SBD) for procurement of civil works costing more than Rs. 5.00 crore.

The SBD provides for payment of bonus if the work is completed before the schedule date of completion as per the contract agreement. The payment of bonus for early completion is under review in the Ministry. It is therefore requested that the relevant clause of payment of bonus for early completion may not be provided in the contract documents/agreements in future till in methodology is evolved, built into the sanction and further instruction issued by the Ministry in this regard.

The content of this letter shall be brought to the notice of all concerned for compliance with immediate effect.

130.77

No. RW/NH-34066/4/2007-S&R (B) *Dated the 14th August 2007*

To,

The Secretary of all States/UTs (in-charge of PWD), The Engineer-in-Chief and Chief Engineers of State PWDs and UTs (dealing with National Highways) The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, Nariana, New Delhi, The Chairman, National Highways Authority of India.

Subject : Improving vigilance administration by increasing transparency through effective use of website

The Central Vigilance Commission (CVC) has requested time and again improved vigilance administration by leveraging technology i.e. by increasing transparency through effective use of website. To fulfill the above object, it has been decided the henceforth tenders NITs for National Highway works costing more than Rs. 5 crores also tenders / NITs for procurement of Consultancy Services costing more than Rs. 50 lakh may be uploaded on the websites of the Executing agencies.

130.78

130.78

No. NH-14019/4/2008-P&M

Dated, the 27th April, 2008

To,

The Secretaries of State PWDs dealing with National Highways, The Engineers-in-Chief/Chief Engineers of State PWDs dealing with National Highways, The Chairman, NHAI, The Director General (Border Roads).

Subject : Acceptance of single tenders for National Highways works

I am directed to say that as per the existing CVC guidelines, single tenders can be accepted only with detailed justification in support of the acceptance with the approval of Competent Authority including Associated Finance. In general, single tenders are not acceptable in the first instance. However, it has been observed that the State PWDs are accepting rates on the basis or single tenders without observing the prescribed procedure, which is a violation of CVC Guidelines.

2. It is, therefore, decided that the State PWD may cancel the single tender received in the first call without opening the bid and re-invite the tender. If single tender is received, even after re-tendering the State PWD may give the detailed justification in support of the single tender indicating the importance of the work and award the work after obtaining approval of the competent authority and consulting the internal finance within the delegated power to the State Governments (when the estimated cost based on tendered value is within 5% above the original sanction cost). However, in no case the negotiation with the tender should be resorted to.

3. In case where the estimate cost based on tendered value is beyond 5% the original sanctioned cost and where revised estimate is required to be submitted, the State PWD may follow the above procedure and obtain Ministry's approval for the Revised Cost Estimate before awarding the work.

4. This may be brought to the notice of all concerned for strict compliance.

Code No.	*Circular No. & Date*	*Brief Subject*	*Page No.*
141.	**LAND ACQUISTION**		
141.12	RW/NH-24036/4/2005-PIC, dated 10.01.2006	281st Amendment in Government of India (Allocation of Business) Rules, 1961 and change in Procedure for Issuance of LA Notification thereof.	141/7 to 16
142.	**NH PROPERTY INSPECTION BUNGALOWS, LICENCING STATUS, ACCESS CONTROL**		
142.23	RW/NH-33044/5/2004-S&R(R), dated 31.03.2005	Norms for the Access for Fuel Stations, Service Stations and Rest Areas along National Highways – Clarifications thereto.	142/53 & 54
142.24	RW/NH-35072/1/2005-S&R(R), dated 20.03.2006	Access for Fuel/Service Stations Along National Highways	142/54 & 55
142.25/ 602.35	RW/NH-33044/27/2000-S&R(R), dated 21.03.2006	Laying of Optical Fibre Cables on NH Land Amount of Bank Guarantee – Revision thereof.	142/55 & 56
142.26	RW/NH-33023/19/99-DO-III-S&R(R), dated 19.02.2007	Norms for the Access for Fuel Stations, Service Stations and Rest Areas Along National Highways	142/57
144.	**RIBBON DEVELOPMENT, ENCROACHMENTS AND EVICTION**		
144.19	RW/NH-33044/35/2001-S&R(R), dated 08.12.2005	Unauthorized Advertisement Hoardings along National Highways	144/37
145.	**NH PROPERTY-INSPECTION BUNGALOWS, LICENSING, STATUS, ACCESS CONTROL**		
145.16/ 602.35	RW/NH-11037/1/97-DO 1 dated 04.02.1998	Laying of Optical Fibre Cables in National Highway Land for Establishing Telecom Infrastructure by Private Parties Licenses	145/21

141.12

No. RW/NH-24036/4/2005-PIC *Dated, the 10th January, 2006*

To,

The Secretary of States/Union Territories, Public Works Departments (dealing with National Highways and other Centrally sponsored schemes); All Chief Engineers of State/Union Territories (dealing with National Highways and other Centrally sponsored schemes); The Director General (Border Roads)

Subject : 281st Amendment in Government of India (Allocation of Business) Rules, 1961 and change in Procedure for Issuance of LA Notifications thereof.

Cabinet Secretariat vide letter No. 1/22/1/2005-Cab.(1) dated 2nd September 2005 has informed that the Government vide notification dated 02.09.2005 has made 281st Amendment in Government of India (Allocation of Business) Rules, 1961.

2. The amendments vide para (v) and para (vii) mentioned at page 3 of the said notification now empowers Ministry of issue LA notifications under sections 3(a), 3(A) and 3(D) of the National Highways Act, 1956 (48 of 1956) in standardized formats without being vetted by Legislative Department of Ministry of Law & Justice as per the past practice. Henceforth, all draft notifications for LA under sections 3(a), 3(A) and 3(D) of NH Act, 1956 are required to be submitted by all government agencies to this Ministry as per the standardized formats enclosed herewith. These draft notifications will be processed and issued by Ministry with the assistance of a legal consultant. The draft notifications not as per the standardized formats shall not be considered.

3. The approved standardized formats of various categories of LA notifications are enclosed as per the details given below:

Particulars	**English version at Annexure no.**	**Hindi version at Annexure no.**
Section 3(a) of NH Act, 1956 for single Competent Authority	A	B
Section 3(a) of NH Act, 1956 for more than one Competent Authority	C	D
Section 3(A) of NH Act, 1956	E	F
Section 3(D) of NH Act, 1956	G	H

4. It is further informed that the soft copies of theses standardized formats both in English and Hindi in editable MS Word format will be shortly available on Ministry's as well as NHAI's web site (www.morth.nic.in and www.nhai.org) for easy usage by all the Government agencies engaged in land acquisition for NH works. These standardized formats can be downloaded from these web sites and used accordingly.

This issues with the approval of Competent Authority.

(Enclosure to Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways (PIC Zone) letter No. RW/NH-24036/4/2005-PIC dated 10.1.2006)

Annexure-A

[TO BE PUBLISHED IN THE GAZETTE OF INDIA, EXTRAORDINARY, PART-II, SECTION 3, SUB-SECTION (ii)]

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)

NOTIFICATION

NEW DELHI, DATED THE .....200..

SO .....(E).- In exercise of the powers conferred by clause (a) of section 3 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby authorises the ....., ... as the competent authority to perform the functions of such authority under the said Act with effect from the date of publication of this notification in the Official Gazette, in respect of the stretch of land from Km..... to Km ..... of the National Highway No. ..... for building (widening/four-laning, etc.), maintenance, management and operation in the State of ..... as specified in the Schedule given below.

SCHEDULE

Acquisition of land in respect of National Highway No. ..... in the State of ..... on the stretch from Km ..... to Km.....

Serial Number	District	Taluk	Police Station	Name of Village

(File No. .....)

( )
Deputy Secretary to the Government of India

Annexure-B

(भारत के राजपत्र, असाधारण, भाग 2, खण्ड 3, उपखण्ड (ii) में प्रकाशनार्थ)

भारत सरकार
पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय
(सड़क परिवहन और राजमार्ग विभाग)
अधिसूचना

नई दिल्ली, तारीख ..... 200...

का.आ. ..... (अ) केन्द्रीय सरकार, राष्ट्रीय राजमार्ग अधिनियम 1956 (1956 का 48) की धारा 3 के खंड (क) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए ..... को ..... राज्य में नीचे दी गई अनुसूची में यथा विनिर्दिष्ट राष्ट्रीय राजमार्ग संख्या ..... के ..... कि.मी. से ..... कि.मी. तक के भूखण्ड का निर्माण (चार लेन का बनाने/चौड़ा करने आदि), अनुरक्षण, प्रबंध और प्रचालन के संबंध में उक्त अधिनियम के अधीन सक्षम प्राधिकारी के कृत्यों का पालन करने के लिए इस अधिसूचना के राजपत्र में प्रकाशन की तारीख से सक्षम प्राधिकारी के रूप में प्राधिकृत करती है।

अनुसूची

..... राज्य में राष्ट्रीय राजमार्ग संख्या ..... के ..... कि.मी. से ..... कि.मी. तक की बाबत भूमि का अर्जन

जिला - .....

क्रं. सं.	जिला	तालुक	पुलिस थाना	गांव का नाम

[फा. सं.]

उपसचिव (भारत सरकार)

Annexure-C

[TO BE PUBLISHED IN THE GAZETTE OF INDIA, EXTRAORDINARY PART-II, SECTION 3, SUB SECTION (ii)]

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)

NOTIFICATION

NEW DELHI, DATED THE .....200..

SO .....(E).- In exercise of the powers conferred by clause (a) of section 3 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby authorises officers mentioned in column (2) of the Schedule annexed hereto as the competent authorities to perform the functions of such authorities under the said Act with effect from the date of publication of this notification in the Official Gazette, in respect of the stretch of land specified in the corresponding entry in column (3) of the said Schedule relating to districts, taluk, police station and villages mentioned in column (4), (5), (6) and (7) respectively of the said Schedule for building (widening/ four-laning, etc.), maintenance, management and operation of the National Highway No ..... in the state of .....

SCHEDULE

Land acquisition on National Highway No ..... in the State of .....

Serial number	Competent authority	Stretch of land	District	Taluk	Police station	Name of village
1	2	3	4	5	6	7

(File No. .....)

( )
Deputy Secretary to the Government of India

Annexure-D

(भारत के राजपत्र, असाधारण, भाग 2, खण्ड 3, उपखण्ड (ii) में प्रकाशनार्थ)

भारत सरकार
पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय
(सड़क परिवहन और राजमार्ग विभाग)
अधिसूचना

नई दिल्ली, तारीख ..... 200...

का.आ. ..... (अ) केन्द्रीय सरकार ने राष्ट्रीय राजमार्ग अधिनियम 1956 (1956 का 48) की धारा 3 के खण्ड (क) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए ..... राज्य में राष्ट्रीय राजमार्ग संख्या ..... के निर्माण (चौड़ा करने/चार लेन का बनाने, आदि), अनुरक्षण, प्रबंध और प्रचालन के लिए उक्त अनुसूची के क्रमशः स्तंभ (4), स्तंभ (5), स्तंभ (6) और स्तंभ (7) में उल्लिखित जिलों, तालुकों, पुलिस थानों और गांवों से संबंधित उक्त अनुसूची के स्तंभ (3) की तत्स्थानी प्रविष्टि में विनिर्दिष्ट भू-खंड के संबंध में इस अधिसूचना के राजपत्र में प्रकाशन की तारीख से अनुसूची के स्तंभ (2) में उल्लिखित अधिकारियों को उक्त अधिनियम के अधीन सक्षम प्राधिकारियों के कृत्यों का पालन करने के लिए प्राधिकृत करती है।

अनुसूची

..... राज्य में राष्ट्रीय राजमार्ग संख्या ..... पर भूमि का अर्जन

क्रम सं.	सक्षम प्राधिकारी	भूखण्ड	जिला	तालुक	पुलिस थाना	गांव का नाम
1	2	3	4	5	6	7

[फा. सं.]

उपसचिव (भारत सरकार)

Annexure-E

[TO BE PUBLISHED IN THE GAZETTE OF INDIA, EXTRAORDINARY PART-II, SECTION 3, SUB SECTION (ii)]

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)

NOTIFICATION

NEW DELHI, DATED THE .....200..

SO .....(E).- In exercise of the powers conferred by sub-section (1) of section 3A of the National Highways Act, 1956 (48 of 1956) (hereinafter referred to as the said Act), the Central Government, after being satisfied that for the public purpose, the land, the brief description of which is given in the Schedule below, is required for building (widening/four-laning, etc.), maintenance, management and operation of National Highway No....., in the stretch of land from Km ..... to Km ..... (..... Section) in the district of ..... in the State of ....., hereby declares its intention to acquire such land;

Any person interested in the said land may, within twenty-one days from the date of publication of this notification in the Official Gazette, object to the use of such land for the aforesaid purpose under sub-section(1) of section 3C of the said Act.

Every such objection shall be made to the competent authority, namely, the ....., in writing and shall set out the grounds thereof and the competent authority shall give the objector an opportunity of being heard, either in person or by a legal practitioner, and may, after hearing all such objections and after making such further enquiry, if any, as the competent authority thinks necessary, by order, either allow or disallow the objections.

Any order made by the competent authority under sub-section (2) of section 3C of the said Act shall be final.

The land plans and other details of the land covered under this notification are available and can be inspected by the interested person at the aforesaid office of the competent authority.

SCHEDULE

Brief description of the land to be acquired with or without structure falling within the stretch of land from km. ..... to km. ..... (..... section) of the National Highway No. ..... in the State of .....

Serial number	Name of the district	Name of the taluk	Name of the village	Survey number	Type	Nature	Area in hactares/ Square metres
1	2	3	4	5	6	7	8

(F No. .....)

( )
Deputy Secretary to the Government of India

Annexure-F

(भारत के राजपत्र, असाधारण, भाग 2, खण्ड 3, उपखण्ड (ii) में प्रकाशनार्थ)

भारत सरकार
पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय
(सड़क परिवहन और राजमार्ग विभाग)
अधिसूचना

नई दिल्ली, तारीख ..... 200...

का.आ. ..... (अ) केन्द्रीय सरकार, राष्ट्रीय राजमार्ग अधिनियम 1956 (1956 का 48) (जिसे इसमें इसके पश्चात् उक्त अधिनियम कहा गया है) की धारा 3क की उपधारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, यह समाधान हो जाने के पश्चात् कि ..... राज्य के ..... जिले में राष्ट्रीय राजमार्ग संख्या ..... के ..... कि.मी. से ..... कि.मी. ..... तक के भूखण्ड (..... सेक्शन) का निर्माण (चौड़ा करने/चार लेन का बनाने आदि), अनुरक्षण, प्रबंध और प्रचालन के लोक प्रयोजन के लिए वह भूमि अपेक्षित है जिसका संक्षिप्त वर्णन नीचे अनुसूची में दिया गया है, ऐसी भूमि का अर्जन करने के अपने आशय की घोषणा करती है;

कोई व्यक्ति, जो उक्त भूमि में हितबद्ध है, उक्त अधिनियम की धारा 3ग की उपधारा (1) के अधीन पूर्वोत्तर प्रयोजन के लिए ऐसी भूमि के उपयोग पर राजपत्र में इस अधिसूचना के प्रकाशन की तारीख से इक्कीस दिन के भीतर आक्षेप कर सकेगा;

ऐसा प्रत्येक आक्षेप सक्षम प्राधिकारी, अर्थात् ....., को लिखित रूप में किया जाएगा और उसमें उसके आधार अधिकथित किए जाएंगे और सक्षम प्राधिकारी, आक्षेपकर्ता को व्यक्तिगत रूप में या किसी विधि व्यवसायी द्वारा सुने जाने का अवसर देगा और ऐसे आक्षेपों की सुनवाई के पश्चात् तथा ऐसी और जांच करने के पश्चात् यदि कोई हो, जिसे सक्षम प्राधिकारी आवश्यक समझे, आदेश द्वारा या तो आक्षेपों को अनुज्ञात कर सकेगा या अननुज्ञात कर सकेगा;

उक्त अधिनियम की धारा 3ग की उपधारा (2) के अधीन सक्षम प्राधिकारी द्वारा किया गया कोई आदेश अंतिम होगा; और

इस अधिसूचना के अंतर्गत आने वाली भूमि के रेखांक और अन्य ब्यौरे सक्षम प्राधिकारी के उक्त कार्यालय में उपलब्ध हैं और उनका हितबद्ध व्यक्तियों द्वारा निरीक्षण किया जा सकता है।

अनुसूची

..... राज्य के ..... जिले में राष्ट्रीय राजमार्ग संख्या ..... के ..... कि.मी. से . ..... कि.मी. तक (..... खंड) के लिए अर्जन की जाने वाली संरचना रहित अथवा संरचना सहित भूमि का संक्षिप्त विवरण

क्रम संख्या	जिला का नाम	तालुक का नाम	गांव का नाम	सर्वेक्षण संख्या	भूमि का प्रकार	भूमि की प्रकृति	भूमि का क्षेत्रफल (हेक्टेयर में/ वर्ग मी. में)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)

[फा. सं.]

उपसचिव (भारत सरकार)

Annexure-G

[TO BE PUBLISHED IN THE GAZETTE OF INDIA, EXTRAORDINARY, PART-II, SECTION 3, SUB SECTION (ii)]

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS
(Department of Road Transport and Highways)

NOTIFICATION

NEW DELHI, DATED THE .....200..

SO .....(E).- Whereas by the notification of the Government of India in the Ministry of Shipping, Road Transport and Highways, Department of Road Transport and Highways number **S.O..... dated .....,** published in Gazette of India, Extraordinary, Part II, Section 3, Sub-section (ii) issued under sub-section (1) of section 3A of the National Highways Act, 1956 (48 of 1956) (hereinafter referred to as the said Act), the Central Government declared its intention to acquire the land specified in the Schedule annexed to the said notification for building (widening/four-laning, etc.), maintenance, management and operation of National Highway No..... on the stretch of land from **Km ..... to Km ..... (..... Section)** in ..... in the State of .....

And whereas the substance of the said notification has been published in " ....." dated the ..... and " ....." dated .....; under sub-section (3) of section 3A of the said Act;

And whereas no objection has been received from any person by the competent authority;

Or

And whereas objections have been received and the same have been considered and disallowed by the competent authority;

And whereas, in pursuance of sub-section (1) of section 3D of the said Act, the competent authority has submitted its report to the Central Government;

Now, therefore, upon receipt of the said report of the competent authority and in exercise of the powers conferred by sub-section (1) of section 3D of the said Act, the Central Government hereby declares that the land specified in the said Schedule should be acquired for the aforesaid purpose;

And further, in pursuance of sub-section (2) of section 3D of the said Act, the Central Government hereby declares that on publication of this notification in the Official Gazette, the land specified in the said Schedule shall vest absolutely in the Central Government, free from all encumbrances.

SCHEDULE

Brief description of the land to be acquired, with or without structure, falling within the stretch of land from Km..... to Km ..... (..... Section) on the National Highway No. ..... in the State of .....

Serial number	Name of the district	Name of the taluk	Name of the village	Survey number	Type of land	Nature of land	Area in hactares/ Square metres	Name of the land owner/ Interested persons
1	2	3	4	5	6	7	8	9

(F No. .....)

( )
Deputy Secretary to the Government of India

Annexure-H

(भारत के राजपत्र, असाधारण, भाग 2, खण्ड 3, उपखण्ड (ii) में प्रकाशनार्थ)

भारत सरकार
पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय
(सड़क परिवहन और राजमार्ग विभाग)
अधिसूचना

नई दिल्ली, तारीख ..... 200...

का.आ..... (अ).- केन्द्रीय सरकार ने, राष्ट्रीय राजमार्ग अधिनियम, 1956 (1956 का 48) (जिसे इसमें इसके पश्चात् उक्त अधिनियम कहा गया है) की धारा 3क की उपधारा (1) के अधीन जारी की गई भारत सरकार के पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय, सड़क परिवहन और राजमार्ग विभाग की अधिसूचना संख्या का.आ. ..... तारीख ....., जो भारत के राजपत्र, असाधारण, भाग.2, खंड-3, उपखण्ड (ii), तारीख ....., में प्रकाशित की गई थी, द्वारा ..... राज्य में राष्ट्रीय राजमार्ग संख्या ..... के ..... कि.मी. से ..... कि.मी. (..... सेक्शन) तक के भूखण्ड के निर्माण (चार लेन का बनाने/चौड़ा करने), अनुरक्षण, प्रबन्ध और प्रचालन के लोक प्रयोजन के लिए उस अधिसूचना से उपाबद्ध अनुसूची में विर्निदिष्ट भूमि का अर्जन करने के अपने आशय की घोषणा की थी;

और उक्त अधिसूचना का सार उक्त अधिनियम की धारा 3क की उपधारा (3) के अधीन ..... तारीख को " ..... " और ..... तारीख को " ..... " में प्रकाशित किया गया था:

और सक्षम प्राधिकारी को किसी व्यक्ति से कोई आक्षेप प्राप्त नहीं हुए हैं;

या

और आक्षेप प्राप्त हुए थे और सक्षम प्राधिकारी ने उन पर विचार कर लिया है और आक्षेपों को अननुज्ञात कर दिया है;

और सक्षम प्राधिकारी ने उक्त अधिनियम की धारा 3घ की उपधारा (1) के अनुसरण में, केन्द्रीय सरकार को अपनी रिपोर्ट दे दी है;

अत: अब, केन्द्रीय सरकार, सक्षम प्राधिकारी की उक्त रिपोर्ट प्राप्त हो जाने पर और उक्त अधिनियम की धारा 3घ की उपधारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए यह घोषणा करती है कि उक्त अनुसूची में विनिर्दिष्ट भूमि का पूर्वोक्त प्रयोजन के लिए अर्जन किया जाना चाहिए:

और अब केन्द्रीय सरकार, उक्त अधिनियम की धारा 3घ की उपधारा (2) के अनुसरण में, यह घोषणा करती है कि इस अधिसूचना के राजपत्र में प्रकाशन पर उक्त अनुसूची में विनिर्दिष्ट भूमि, सभी विल्लंगमों से मुक्त हो कर आत्यन्तिक रूप से केन्द्रीय सरकार में निहित हो जाएगी।

अनुसूची

..... राज्य के ..... जिले में राष्ट्रीय राजमार्ग संख्या ..... के ..... कि.मी. से ..... कि.मी तक (..... सेक्शन) के लिए अर्जन की जाने वाली संरचना रहित अथवा संरचना सहित भूमि का संक्षिप्त विवरण

क्रम संख्या	जिला का नाम	तालुक का नाम	गांव का नाम	सर्वेक्षण संख्या	भूमि का प्रकार	भूमि की प्रकृति	भूमि का क्षेत्रफल (हेक्टेयर में/ वर्ग मी. में)	भूस्वामियों/ हितबद्ध व्यक्तियों के नाम
1	2	3	4	5	6	7	8	9

[फा. सं.]

उपसचिव (भारत सरकार)

142.23

No. RW/NH-33044/5/2004-S&R(R) *Dated, the 31st March, 2005*

To

The Chief Secretaries/Secretaries (PWD/Roads) of all State Governments/UTs dealing with National Highways and Centrally Sponsored Schemes; Chief Engineers of States/UTs dealing with National Highways and Centrally Sponsored Schemes; The Director General (Border Roads); The Chairman, National Highways Authority of India

Subject : Norms for the Access for Fuel Stations, Service Stations and Rest Areas along National Highways – clarifications thereto

Ministry had received several representations from concerned agencies citing various clarifications/ ambiguities encountered in following the norms for the access for fuel/service stations along National Highways issued vide Ministry's letter No. RW/NH-33023/19/99-DO-III dated 17.10.2003. The various issues needing clarifications were deliberated on 23.09.04 in the meeting held under the Chairmanship of Secretary (RT&H) and attended by officials of M/o Petroleum & Natural Gas, NHAI, IOCL, BPCL, HPCL, IBP, M/s Reliance Industries Ltd., M/s Essar Oil Ltd. The decisions taken on the various issues are enclosed herewith.

(Enclosure to the Ministry of Shipping, Road Transport & Highways (Deptt. of Road Transport & Highways letter No. RW/NH-33044/5/2004-S&R(R) dated 31st March 2005).

Sl. No.	Ref. of existing norms	Existing Provisions	Problem (Ambiguity)	Clarification/Decision
1.	Para 6.5 of the letter	Entry/Exist to the fuel station to be through decleration/ acceleration lanes (Ref: Fig. 1, 2, 3 & 4)	Const. of deceleration/ acceleration lanes are not feasible for inadequate ROW.	Wherever, available ROW is inadequate to accommodate the deceleration/acceleration lanes in plain and rolling terrain of non-urban stretches, the additional marginal land by the side of ROW to accommodate the D/A lanes shall be acquired by the owner of the retail outlet. In cases of widening to 4/6 lanes in near future, the matter shall be dealt on case to case basis.
2.	Para 6.1.6 of the Appendix-1	The radius of turning curve at entry/exit to the fuel stations would be 13 m.	In cases where ROW is inadequate, prescribed turning radius cannot be provided.	In such cases also, owner of the retail outlet shall have to acquire additional land as stated above at SI. No. 1.
3.	Para 6.2.1 of the letter	Mini. dist. between 2 fuel stations on undivided carriageway is 300 m. and between 2 fuel stations on divided carriageway is 1000 m.	It is not clear whether it is applicable to the new fuel station opposite to the existing fuel station	It is clarified that the minimum distance of 300 m between two fuel stations on both sides of the road is applicable for undivided carriageway only. In case of divided carriageway, with no gap in medians, the distance restriction is not applicable on the opposite side of the ROL and the minimum distance between two ROLs on the same side shall be 1000 m.
4.	Para 4.4.3 of Appendix-I & Figs. 2 & 4	Clustering/Grouping of two or more fuel stations can be sited in close proximity	Combined Service Road at the cost of new fuel stations owners	Any objection from the existing fuel station owner to be overruled and access to all fuel stations in case of clustering, shall invariably be from the service road only. Wherever longer service road exists which may itself act as D/A lane, no separate D/A lane is required.

5.	Para 4.3 of the Appendix-I	Gap in the central median to be treated as intersection	Mini. dist. of fuel station from the median not specified.	The minimum gap in the central median from fuel station shall be 300 m.
6.	Para 6.1.5 of Appendix-I	The minimum length of the buffer strip shall be 12 m.	In urban areas, where plot size is 20 m x 20 m keeping 9 m opening at entry minimum buffer strip & exit 12 m is not possible.	In urban areas, minimum length of buffer strip may be reduced to 5 m keeping minimum width of opening at entry and exit to 7.5 m.

142.24

MOST IMMEDIATE

No. RW/NH-35072/1/2005-S&R(R) ***Dated, the 20th March, 2006***

To

The Secretaries of States/Union Territories, Public Works Departments (dealing with National Highways and other Centrally sponsored schemes); The Engineer-in-Chief and Chief Engineers of State PWDs and UTs (dealing with National Highways and other Centrally sponsored schemes); The Chairman, National Highways Authority of India; The Director General (Border Roads).

Subject : Access for Fuel/Service Stations along National Highways

It has come to the notice of the Ministry that a number of new retail outlets have been set up and made operational along National Highways in various states without obtaining the requisite permissions for grant of access for these facilities in total disregard to the guidelines issued vide the Ministry's letter No. RW/NH-33023/19/99-D.O. III dated 17.10.2003. In some other cases, even though permission for access was obtained from Ministry but the layout plan approved by the Ministry was not followed at site during execution. This Ministry has taken a serious view of non-enforcement of said guidelines.

2. It is pertinent to mention that the guidelines stipulating norms for the access for fuel/service stations along National Highways, issued vide the Ministry's letter mentioned above, were finalized in consultation with the Ministry of Petroleum and Natural Gas, and were made applicable to all new fuel stations from the date of issue of the same, i.e. from 17.10.2003. Adherence to these stipulated norms is an absolute necessity from safety point of view.

3. In Para 10.6 of Appendix-I of the said norms, it has been clearly stipulated that "The 'No Objection Certificate' by the Licensing Authority' through their field units, would be issued and construction permitted only after the necessary approval has been given by Ministry and license deed duly signed and delivered." Further, Para 10.9 of Appendix-I of the said norms *inter-alia* stipulate that the concerned oil companies would be allowed to energize the fuel stations only after issue of a Completion Certificate by the concerned field unit of NHAI/PWD/BRO or any other agency (as the case may be).

4. In view of this it is desired that all concerned Executive Agencies associated with works pertaining to National Highways shall immediately furnish the NH-wise details of the new retail outlets set up on or after 17.10.2003 (i.e. the date of issue of Ministry's present guidelines for grant of access permission for fuel/service stations), for which

(i) Access Permission from NH has not been obtained and Retail outlets have been energized; and
(ii) Even though access permission has been obtained, the layout plan as approved by the Ministry has not been followed at site during construction of the facility.

These details may be furnished as per the proforma enclosed herewith latest by 15th April, 2006.

5. The process for renewal of access permissions for retail outlets set up before 17.10.2003 shall be governed by the guidelines contained in the Ministry's letter No. RW/NH-33023/19/99-DO. III dated 31.08.2000. Accordingly necessary action to this effect may also be immediately initiated for such retail outlets under intimation to the Ministry.

6. Specific attention is drawn to the stipulations of para 6.11 and para 10.12 (Appendix-I) of the Ministry's letter no. RW/NH-33023/19/99-D.O. III dated 17.10.2003 regarding de-energizing of the fuel stations in case of non-compliance.

7. In view of the above, it is requested that the matter may be urgently taken up with the concerned oil companies for immediate necessary corrective actions, under intimation to the Ministry, for de-energizing of such facilities as per extant provisions. The seriouness of the matter may also be brought into the notice of the State Administration and the District Administration.

(Enclosure to Ministry of Shipping, Road Transport & Highways (Deptt. of Road Transport & Highways) letter No. RW/NH-35072/1/2005-S&R(R), dated 20th March, 2006)

State:-

Sl. No.	NH No.	Section				Details of Retail outlets for which				Executive agency NHAI/ State PWD/ BRO
		From		To		Access Permission from NH has not been obtained and Retail outlets have been energized;		Access permission obtained; but Ministry's approved layout plan has not been followed during construction		
		(Name of place)	Chainage (km)	(Name of place)	Chainage (km)	Chainage (km)	Name of the Retail Outlet Company	Chainage (km)	Name of the Retail Outlet Company	

142.25/602.35

No. RW/NH-33044/27/2000-S&R(R) ***Dated, the 21st March, 2006***

To

The Secretaries of States/Union Territories, Public Works Departments (Dealing with National Highways); All Chief Engineers of States/Union Territories (Dealing with National Highways); The Chairman, National Highways Authority of India; The Director General (Border Roads)

Subject : Laying of Optical Fibre Cables on NH land – Amount of Bank Guarantee – Revision thereof

In partial modification of Ministry Circular No. RW/NH-33044/17/2000-S&R(R) dated 29.09.2000, forwarding (model guideline for streamlining the provision of Right of Way to telecom service licensees/infrastructure providers) and license deed agreement with a, proviso for a performance bank guarantee @ Rs. 25/- per route meter with validity of one year initially (extendable if required till satisfactory completion of work) to be furnished by licensee as security against improper filling/unsatisfactory compaction/restoration and damages caused to other

underground installations/utility services and interference, interruption, disruption of failure caused thereof to any services to be reviewed every 5 years, it is stated that the said charges have been reviewed and now revised from Rs. 25/- per route meter to Rs. 50/- per route meter with immediate effect.

2. It is, therefore, requested to ensure that the bank guarantee is furnished by the licensee on the basis of the revised rate.

3. This issues with the approval of Secretary (RT&H).

ABSTRACT OF RETAIL OUTLETS SET UP ON OR AFTER 17.10.2003 IN VOILATION OF MINISTRY'S GUIELINES

Sl. No.		State	Total No. of Retail outlet for which access permission from NH has not obtained and RO have been energized	Total No. of Retail outlets for which access permission obtained but Ministry's approved lay out plan has not been followed during construction	Remarks
1.		Kerala	25	36	Complete data
2.		Tamil Nadu	160	0	Complete data
3.		Pondicherry	2	0	Incomplete data
4.		Punjab	16	28	Complete data
5.	Stretches entrusted to DGBR	Assam	2	1	Complete data
6.		Mizoram	1	0	Complete data
7.		J & K	5	53	Complete data
8.		Tripura	0	16	Complete data
9.		Meghalaya	0	4	Complete data
10.		Gujarat	75	32	Complete data
11.		Karnataka	21	70	Complete data
12.		Andhra Pradesh	218	15	Complete data
13.		Rajasthan	151	38	Complete data
14.		Madhya Pradesh	174	30	Complete data
15.		Chattisgarh	63	0	Complete data
16.		Uttaranchal	42	8	Complete data
17.		Uttar Pradesh	9	21	Complete data
18.		Goa	0	0	Complete data
19.		Orissa	75	3	Complete data
20.		Himachal Pradesh	28	7	Complete data
21.		Maharashtra	265	24	Complete data
22.		Bihar	376	51	Incomplete data
23.		West Bengal	157	0	Complete data
24.		NHAI	513	69	Incomplete data
25.		Jharkhand	212	2	Complete data
		TOTAL	2590	508	

142.26

MOST IMMEDIATE
REMINDER

No. RW/NH-33023/19/99-DO III-S&R(R) ***Dated, the 19th February, 2007***

To

The Chief Secretaries of States and UTs

Subject: Norms for the Access for Fuel Stations, Service Stations and Rest Areas along National Highways

Please refer to D.O. Letter No. RW/NH/33023/19/99/DO. III-S&R(R)(Pt.) dated 24.11.2006 from Secretary (RT&H) (copy enclosed for ready reference) requesting therewith to instruct the District Magistrates not to allow functioning of retail outlets located along National Highways until permission for their connectivity with National Highways is granted by this Ministry.

In this regard, it is again requested that kindly look into the matter. An action taken report in respect of your state of may be sent to the Ministry for necessary action.

Enclosure of Ministry of Shipping, Road Transport & Highways (Deptt. of Road Transpport & Highways) Circular No. D.O./RW/NH-330236/19/99-DO-III-S&R (R) dated the 24th November, 2006

Vijay Singh

Ministry of Shipping, Road, Transport & Highways
(Deptt. of Road Transport and Highways)

D.O. No. RW/NH-33023/19/99-DO III-S&R(R) ***Dated, the 24th November, 2006***

Please refer to my predecessor's D.O. letter No. RW/NH-35072/1/05-S&R(R) dated 1st March 2005, wherein it was requested that appropriate instructions may be issued to District Magistrates to allow functioning of fuel stations along National Highways only after this Ministry grants NOC for construction of their access roads connecting fuel stations with National Highways. Ministry's norms for access to fuel stations had been circulated in consultation with Ministry of Petroleum & Natural Gas vide letter No. RW/NH-33023/19/99-DO III dated 17/10/2003.

It has come to our notice that large number of fuel stations have been set up and energized along National Highways in various States and Union Territories without obtaining this Ministry's approval for construction of access roads. So far 2525 such outlets have been identified in different states. Also, 508 retail outlets have been identified where the access roads have not been constructed as per Ministry's approved layout plans. List indicating the number of such retail outlets in different states in enclosed. The process of identifying such retail outlets on the entire National Highways network is going on. We are taking up the matter separately with Ministry of Petroleum & Natural Gas for de-energizing such retail outlets which are not as per norms.

Meanwhile, you are once again requested to instruct the District Magistrates not to allow functioning of retail outlets located along National Highways until permission for their connectivity with National Highways is granted by this Ministry.

144.19

No. RW/NH-33044/35/2001-S&R(R) *Dated, the 8th December, 2005*

To

The Highway Administrations, (As per enclosed list)

Subject : Unauthorized Advertisement Hoardings along National Highways

I am directed to say that the unauthorized advertisement hoardings displayed along various National Highways cause distraction and obstruct to the smooth flow of traffic and in many cases, lead to accidents. The Highways Administrations are required to exercise the powers conferred on them by the provisions of the Control of National Highways (Land & Traffic) Act, 2002 for removal of such unauthorized advertisement hoardings. There has been mushrooming growth of unauthorized advertisement hoardings along the National Highways, which has severely constrained the traffic movement, reducing capacity of the road and endangering safety. In spite of the special power conferred on the Highway Administration by the said Act, there has been no appreciable improvement in the situation.

2. Therefore, the Highway Administrations shall invoke the powers under the said Act for removal of the unauthorized advertisement hoardings along the National Highways.

3. The compliance regarding the removal of unauthorized advertisement hoardings shall be sent to the Ministry every three month.

145.17/
602.35

NO. RW/NH-11037/1/97/-DO I *Dated, the 4th February, 1998*

To

The Secretaries, PWD of all States/UTs, Chief Engineers (ealing with National Highways and other Centrally Sponsored Schemes), Public Works Department of all States and Union Territories, Director General Border Roads, Director General (Works), Central Public Works Department, Chairman, National Highways Authority of India

Subject : Laying of Fibre Optic Cables in National Highway land by private parties - regarding

Some private companies have recently approached this Ministry for permission for laying of fibre optic cables within National Highway land. As per the present policy of this Ministry, permission for laying of such cables is given only to the Government Departments. However, in view of the involvement of the private sector in the field of telecommunication, this Ministry is now in the process of formulating a policy for permitting the private entrepreneurs to lay fibre optic cables along the edge of National Highway land. Detailed terms and conditions under which such permission can be given as also the charges or amount that entrepreneurs would need to pay to the Government for this permission are being finalised.

2. It is likely that some private companies might approach State PWDs directly for necessary permisison. It is, therefore, requested that pending the finalisation of the policy in this regard, no permission for laying of such cables within the National Highway land may be given without the prior approval of this Ministry. This may please be brought to the notice of all concerned officers in your Department for strict compliance.

145.17/
602.35

NO. RW/NH-33044/17/2000-S&R *Dated, the 29th September, 2000*

To

Secretaries, PWD of all States/UTs; Chief Engineers of all States/UTs, PWD (dealing with National Highways and other Centrally Sponsored Schemes); Director General Border Roads; Chairman, National Highways Authority of India.

Subject : Laying of Optical Fibre Cables in National Highway land for establishing telecom infrastructure by private licensees-regarding.

Circular already printed in Addendum No. 5.

Code No.	*Circular No. & Date*	*Brief Subject*	*Page No.*
160.23	RW/NH-33044/6/2001-S&R (R), dated 24.12.2007	Installation of Integrated Check Barrier on National Highways	160/34
160.24	No. 641 dated 5.12.2008	Rules for collection of fee for use of sections on National Highways, permanent Bridges by passes and Tunnels	160/35 to 53

160.23

No. RW/NH-33044/6/2001-S&R(R) *Dated, the 24th December, 2007*

To

The Secretary, PWDs of all State Governments/UTs dealing with National Highways; Engineer-in-Chief/Chief Engineer of all States Governments/UTs dealing with National Highways; Secretary, Transport of all State Government and UTs; The Chairman, National Highways Authority of India, Director General (Border Roads).

Subject : Installation of Integrated Check Barrier on National Highways

Both the goods and passengers vehicles plying on National Highways (NHs) are subjected to multiple checking by various authorities of State Government such as Police, Sales Tax Department, Transport Department, Excise and Customs etc. Such checking hampers smooth flow of traffic on the NHs especially at inter-state borders. Besides at check barriers, due to stoppage of vehicles there is wastage of fuel, damages to road pavement and traffic congestion resulting into long queue. Check barriers on National Highways are impediment to safe and free flow of traffic.

2. The issue of barrier free movement of vehicles was discussed at the conference of Principal Secretaries/ Secretaries and Transport Commissioners of all States/UTs. on 8th September 2007 and again at the conference of State Secretaries/Chief Engineers incharge of NHs held on 11th September 2007 at New Delhi. After detailed discussion, it was decided that a Committee consisting of Transport Commissioner and Chief Engineer (NH) of State shall be constituted for reviewing all the existing check posts on National Highways in their respective states and number of check post be reduced to the minimum.

3. For safe and free flow of traffic, check posts of all the departments of the State Governments need to be integrated and as far as possible only one Integrated Check Post should be allowed to continue at the border of two States. One such Integrated Check Post may be used by all the departments of State Governments. Such Integrated Check Posts are already being planned by some of the states. The State/UTs should evolve a mechanism to have integrated check post at single entry point at inter-state border to ensure barrier free movement of both goods and passenger vehicles across the country.

4. The permission for setting up of integrated check posts shall have to be obtained from the Committee consisting of the Transport Commissioner and Chief Engineer (NH) of the concerned State/Chief General Manager concerned in case of National Highways Authority of India.

5. The check barrier shall be located on separate laybyes beyond Right of Way so that through traffic on NHs is not affected. While designing integrated check barrier, volume of traffic, classification of vehicles (commercial, non-commercial), width of carriageway etc. need to be considered.

6. This circular supersedes the circular issued vide letter No. RW/NH-33044/6/2001/S&R(R) dated 09.02.2001.

7. The contents of this circular may be brought to the notice of all concerned for adoption and compliance.

160.24

Rules for Collection fee for use of Sections of National Highways Permanent Bridges, Bypasses and Tunnels

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The Gazette of India
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पोत परिवहन, सड़क परिवहन और राजमार्ग मंत्रालय
(सड़क परिवहन और राजमार्ग विभाग)

अधिसूचना
नई दिल्ली, 5 दिसम्बर, 2008

सा.का.नि. 838(अ).-केन्द्रीय सरकार, राष्ट्रीय राजमार्ग अधिनियम, 1956 (1956 का 48) की धारा 9 द्वारा प्रदत्त शक्तियों का उपयोग करते हुए और राष्ट्रीय राजमार्ग (अस्थायी पुल) नियम 1964, राष्ट्रीयं राजमार्ग (किसी व्यक्ति द्वारा राष्ट्रीय राजमार्ग सेक्शन/राष्ट्रीय राजमार्गों पर निर्मित स्थायी पुलों/अस्थायी पुलों के उपयोग के लिए फीस वसूल करना) नियम 1997, राष्ट्रीय राजमार्ग (राष्ट्रीय राजमार्ग खंड और स्थायी पुल के उपयोग के लिए शुल्क-लोक वित्त पोषित परियोजना) नियम, 1997 और राष्ट्रीय राजमार्ग (फीस की दर) नियम 1997 को उन बातों के सिवाय अधिक्रांत करते हुए, जिन्हें ऐसे अधिक्रमण से पूर्व किया गया है या करने का लोप किया गया है, राष्ट्रीय राजमार्गों के सेक्शनों, स्थायी पुलों, उपमार्गों और सुरंगों के उपयोग के लिए फीस के संग्रहण हेतु निम्नलिखित नियम बनाती हैं, अर्थात्:-

1. **संक्षिप्त नाम और प्रारंभ** (1) इन नियमों का नाम राष्ट्रीय राजमार्ग फीस (दरों का अवधारण और संग्रहण) नियम, 2008 हैं।

(2) ये सरकारी राजपत्र में प्रकाशन की तारीख को प्रवृत्त होंगे।

(3) ये इन नियमों के प्रकाशन से पूर्व निष्पादित करारों और संविदाओं और आमंत्रित निविदाओं को लागू नहीं होंगे।

2. **परिभाषाएं** (1) इन नियमों में जब तक संदर्भ से अन्यथा अपेक्षित न हों-

(क) 'अधिनियम' से राष्ट्रीय राजमार्ग अधिनियम, 1956 अभिप्रेत है;

(ख) 'आधार वर्ष' से 1 अप्रैल, 2007 से 31 मार्च, 2008 तक की अवधि अभिप्रेत है;

(ग) 'उपमार्ग' से किसी कस्बा या नगर से होकर जाने वाला राष्ट्रीय राजमार्ग का कोई सेक्शन अभिप्रेत है;

(घ) 'रियायतग्राही' से ऐसा व्यक्ति अभिप्रत है जिसके साथ अधिनियम की धारा 8 क के अधीन करार किया गया है;

(ङ) 'उत्थापित राजमार्ग' से राष्ट्रीय राजमार्ग का ऐसा सेक्शन अभिप्रेत है जिसे पीयरों या स्तंभों की सहायता से भूमि स्तर से ऊपर उठाया गया है;

(च) 'निष्पादन प्राधिकारी' से अधिनियम की धारा 5 के अधीन केन्द्रीय सरकार द्वारा अधिसूचित कोई अधिकारी या प्राधिकारी अभिप्रेत है;

(छ) 'एक्सप्रेस मार्ग' से तीव्र गति के यातायात के लिए उपयुक्त और नियंत्रित पहुंच सहित विभाजित वहन मार्ग वाला राष्ट्रीय राजमार्ग अभिप्रेत है;

(ज) 'वित्तीय वर्ष' से किसी वर्ष की 1 अप्रैल को प्रारंभ होने वाला और आगामी वर्ष की 31 मार्च को समाप्त होने वाला वर्ष अभिप्रेत है;

(झ) किसी यान के संबंध में 'सकल यान भार' से ज्ञान के कुल भार और मोटर यान अधिनियम 1988 (1988 का 59) के अधीन उस यान के लिए यथा अनुज्ञेय रजिस्टरीकरण प्राधिकारी द्वारा प्रमाणित और रजिस्टीकृत भार अभिप्रेत है;

(ञ) 'लेन' से मुख्य वहन मार्ग का भाग बनने वाली और तीन मीटर और पचास सेंटीमीटर की न्यूनतम चौड़ाई वाली लेन अभिप्रेत है;

(ट) 'यांत्रिक यान' से अपनी शक्ति के अधीन चलने वाला कोई यान अभिप्रेत है जिसके अंतर्गत मोटर यान अधिनियम 1988 के अधीन तथा परिभाषित मोटर यान भी है;

(ठ) 'अधिसूचना' से राजपत्र में प्रकाशित अधिसूचना अभिप्रेत है;

(ड) 'प्राइवेट विनिधान परियोजना' से यथास्थिति राष्ट्रीय राजमार्ग सेक्शन, स्थायी पुल, उपमार्ग या सुरंग से संबंधित परियोजना अभिप्रेत है जिसके लिए रियायतग्राही के साथ कोई करार किया गया है;

(ढ) 'लोक वित्त पोषित परियोजना' से ऐसी परियोजना अभिप्रेत है जो उपर्युक्त खंड (ड) में यथा परिभाषित प्राइवेट विनिधान परियोजना नहीं है और इसके अंतर्गत ऐसी प्राइवेट विनिधान परियोजना भी है, जिसके संबंध में करार समाप्त हो गया है;

(ण) 'पथकर प्लाजा' से फीस के संग्रहण के लिए बनाया गया कोई भवन, संरचना या बूथ अभिप्रेत है।

(2) उन शब्दों और पदों के जो इसमें प्रयुक्त हैं और परिभाषित नहीं हैं किन्तु भारतीय राष्ट्रीय राजमार्ग प्राधिकरण अधिनियम 1988 में परिभाषित हैं, वही अर्थ होंगे जो उस अधिनियम में क्रमशः उनके है।

3. **फीस का उद्ग्रहण** - (1) केन्द्रीय सरकार, अधिसूचना द्वारा इन नियमों के उपबंधों के अनुसार राष्ट्रीय राजमार्ग के, यथास्थिति, किसी सेक्शन, स्थायी पुल, उपमार्ग या राष्ट्रीय राजमार्ग का भाग बनने वाली सुरंग के उपयोग के लिए फीस उद्ग्रहीत

कर सकेगी:

परंतु केन्द्रीय सरकार अधिसूचना द्वारा, किसी लोक वित्त पोषित परियोजना के माध्यम से निर्मित राष्ट्रीय राजमार्ग के किसी सेक्शन, स्थायी पुल, उपमार्ग या सुरंग को ऐसी फीस या उसके भाग के उद्ग्रहण से ऐसी शर्तों के अधीन रहते हुए जो उस अधिसूचना में विनिर्दिष्ट की जाएं, छूट प्रदान कर सकेगी।

(2) नियम 3 के उप-नियम (1) के अधीन उद्ग्रही फीस का संग्रहण लोक वित्त पोषित परियोजना के माध्यम से निर्मित, यथास्थिति, राष्ट्रीय राजमार्ग के सेक्शन, स्थायी पुल, उपमार्ग या सुरंग के पूरा होने की तारीख से पैंतालीस दिन के भीतर प्रारंभ होगा।

(3) प्राइवेट विनिधान परियोजना की दशा में, उप-नियम (1) के अधीन उद्ग्रही फीस का संग्रहण रियायतग्राही द्वारा किए गए करार के निबंधनों के अनुसार किया जाएगा।

(4) यथास्थिति, राष्ट्रीय राजमार्ग के सेक्शन, स्थायी पुल, उपमार्ग या सुरंग के उपयोग के लिए दुपहिया, तिपहिया, ट्रेक्टरों और पशु-चालित यानों के लिए कोई फीस उद्ग्रही नहीं की जाएगी;

परंतु तिपहिया, ट्रेक्टरों और पशु-चालित यानों को, यथास्थिति, राष्ट्रीय राजमार्ग के सेक्शन, स्थायी पुल, उपमार्ग या सुरंग के उपयोग के लिए वहां अनुज्ञात नहीं किया जाएगा जहां उक्त राष्ट्रीय राजमार्ग के सेक्शन, स्थायी पुल, उपमार्ग या सुरंग के स्थान पर कोई सर्विस सड़क या वैकल्पिक सड़क उपलब्ध है।

परंतु यह और कि जहां सर्विस सड़क या वैकल्पिक सड़क उपलब्ध है और किसी दुपहिया का स्वामी, चालक या उसका भारसाधक व्यक्ति यथास्थिति, राष्ट्रीय राजमार्ग के सेक्शन, स्थायी पुल, उपमार्ग या सुरंग का उपयोग कर रहा है तो उससे कार पर उद्ग्रही फीस का पचास प्रतिशत प्रभारित किया जाएगा।

स्पष्टीकरण 1 - इस नियम के प्रयोजनों के लिए (क) 'वैकल्पिक सड़क' से ऐसी अन्य सड़क अभिप्रेत है जिसका वहन मार्ग दस मीटर से अधिक चौड़ा है और जिसकी लंबाई राष्ट्रीय राजमार्ग के उस सेक्शन की तत्समान लंबाई के बीस प्रतिशत से अधिक नहीं है।

(ख) 'सर्विस सड़क' से राष्ट्रीय राजमार्ग सेक्शन के समानांतर चलने वाली सड़क अभिप्रेत है जो राष्ट्रीय राजमार्ग के उस सेक्शन से संलग्न भूमि के लिए पहुंच प्रदान करती है।

(5) इन नियमों के अधीन केन्द्रीय सरकार द्वारा अधिसूचित फीस को निकटतम पॉच रुपए के गुणांक में पूर्णांकित और उद्ग्रहीत किया जाएगा।

4. **फीस की आधार दर** - (1) लोक वित्त पोषित परियोजना या प्राइवेट विनिधान परियोजना द्वारा निर्मित राष्ट्रीय राजमार्ग के सेक्शन, स्थायी पुल, उपमार्ग या सुरंग के उपयोग के लिए फिस की दर समान होगी।

(2) आधार वर्ष 2007-08 के लिए चार या अधिक लेनों वाले राष्ट्रीय राजमार्ग के सेक्शन के उपयोग के लिए फीस की दर, ऐसे सेक्शन की लंबाई को निम्नलिखित दरों से गुणा करने पर प्राप्त गुणनफल होगी अर्थात् :

यान का प्रकार	फीस की प्रति किमी. आधार पर (रुपए में)
कार, जीप, वैन या हल्के मोटर यान	0.65
हल्का वाणिज्यिक यान, हल्के मान यान या मिनी बस	1.05
बस या ट्रक	2.20
भारी निर्माण मशीनरी या अर्थ उपस्कर या बहुधुरीय यान (तीन से छः धुरी)	3.45
विशाल आकार के यान (सात या अधिक धुरी)	4.20

स्पष्टीकरण – इस नियम के प्रयोजनों के लिए :

(क) 'कार' या 'जीप' या 'वैन' या 'हल्का मोटर यान' से ऐसा यांत्रिक यान अभिप्रेत है जिसका सकल यान भार सात हजार पाँच सौ किलोग्राम से अधिक नहीं है या मोटर यान अधिनियम के अधीन जारी किए गए रजिस्ट्रीकरण प्रमाण पत्र में यथा विनिर्दिष्ट रजिस्ट्रीकृत यात्री वहन क्षमता चालक को छोड़कर बारह से अधिक नहीं है;

(ख) 'हल्का वाणिज्यिक यान' या 'हल्का माल वान' या 'मिनी बस' से सात हजार पाँच सौ किलोग्राम से अधिक किंतु बारह हजार किलोग्राम से कम सकल यान भार या मोटर यान अधिनियम के अधीन जारी रजिस्ट्रीकरण प्रमाण पत्र में यथा विनिर्दिष्ट चालक को छोड़कर बारह से अधिक किंतु बत्तीस से कम यात्री वहन क्षमता वाला कोई यांत्रिक यान अभिप्रेत है;

(ग) 'ट्रक' या 'बस' से बारह हजार किलोग्राम से अधिक किंतु बीस हजार किलोग्राम से कम सकल यान भार या मोटर यान अधिनियम 1988 के अधीन जारी रजिस्ट्रीकरण प्रमाण पत्र में यथाविनिर्दिष्ट चालक को छोड़कर बत्तीस से अधिक यात्री वाहन क्षमता वाला कोई यांत्रिक यान अभिप्रेत है;

(ग) 'ट्रक' या 'बस' से बारह हजार किलोग्राम से अधिक किंतु बीस हजार किलोग्राम से कम सकल यान भार या मोटर यान अधिनियम 1988 के अधीन जारी रजिस्ट्रीकरण प्रमाण पत्र में यथाविनिर्दिष्ट चाल को छोड़कर बत्तीस से अधिक यात्री वाहन क्षमता वाला कोई यांत्रिक यान अभिप्रेत है;

(घ) 'भारी निर्माण मशीनरी' या 'अर्थ मूविंग उपस्कर' या 'बहुधुरीय यान' से भारी निर्माण मशीनरी या अर्थ मूविंग उपस्कर या तीनर से छह धुरी वाले बहुधरीय यान सहित बीस हजार किलोग्राम से अधिक किंतु साठ हजार किलोग्राम से कम सकल यान भार वाला यान अभिप्रेत है; और

(ड़) 'विशाल आकार के यान' से सात या अधिक धुरियों वाला यांत्रिक यान या ऐसा यान अभिप्रेत है जिसका सकल यान भार साठ हजार किलोग्राम से अधिक है।

(3) दो लेन वाले राष्ट्रीय राजमार्ग के सेक्शन और जिस पर उन्नयन के लिए औसत विनिधान एक करोड़ रु. प्रति किलोमीटर से अधिक हो गया है, के उपयोग के लिए फीस की दर नियम 4 के उप-नियम (2) में विर्निदिष्ट फीस की दर का साठ प्रतिशत होगी।

(4) दस करोड़ रुपए से अधिक लागत पर निर्मित स्थायी पुल, उपमार्ग या सुरंग के उपयोग हेतु आधार वर्ष 2007-08

के लिए फीस की दर निम्नानुसार होगी :-

फीस की आधार दर (प्रति यान प्रति फेरा रुपए)

स्थायी पुल, उपमार्ग या सुरंग की लागत (करोड़ रु.)	कार, जीप वैन या हल्का मोटर यान	हल्का वाणिज्यिक यान, हल्का माल यान या मिनी बस	ट्रक या बस	भारी निर्माण मशीनरी या अर्थ मूविंग उपस्कर या बहुधुरीय यान	विशाल आकार के यान
10 से 15	5	7.50	15	22	30
प्रत्येक अतिरिक्त पांच करोड़ रुपए या उसके भाग के लिए, पंद्रह करोड़ रुपए से अधिक और एक सौ करोड़ रुपए तक	1	1.50	3	4.50	6
प्रत्येक अतिरिक्त पांच करोड़ रुपए या उसके भाग के लिए, एक सौ करोड़ रुपए से अधिक और दो सौ करोड़ रुपए तक	0.75	1.15	2.25	3.40	4.50
प्रत्येक अतिरिक्त पांच करोड़ रुपए या उसके भाग के लिए, दो सौ करोड़ रुपए से अधिक	0.50	0.75	1.50	2.25	3

परंतु उस राष्ट्रीय राजमार्ग के सेक्शन के लिए जिस पर पचास करोड़ रु. या अधिक लागत वाला स्थायी पुल, उपमार्ग या सुरंग स्थित है, फीस की संगणना करते समय ऐसे स्थायी पुल, उपमार्ग या सुरंग की लंबाई को राष्ट्रीय राजमार्ग के ऐसे सेक्शन की लंबाई में से अलग कर दिया जाएगा और ऐसे स्थायी पुल, उपमार्ग और सुरंग के लिए विनिर्दिष्ट दरों पर फीस का उद्ग्रहण किया जाएगा।

परंतु यह और कि जहां, यथास्थिति, ऐसे स्थायी पुल, उपमार्ग या सुरंग की लागत पचास करोड़ रुपए से कम है तथा उक्त स्थायी पुल, उपमार्ग या सुरंग राष्ट्रीय राजमार्ग सेक्शन का भाग बनता है वहां ऐसे स्थायी पुल, उपमार्ग या सुरंग के लिए फीस की उपर्युक्त दर के बजाए नियम 4 के उप-नियम (2) में विनिर्दिष्ट फीस की दर लागू होगी।

स्पष्टीकरण - इस उप-नियम के प्रयोजन के लिए, -

(क) प्राइवेट विनिधान परियोजना की लागत, रियायतग्राही से बोली आमंत्रित करने से पूर्व निष्पादन प्राधिकारी द्वारा यथा निर्धारित लागत होगी;

(ख) लोक वित्त पोषित परियोजना की लागत, उसके पूरा होने के छह मास पूर्व निष्पादन प्राधिकारी द्वारा यथा निर्धारित लागत होगी।

5. फीस की दर का वार्षिक पुनरीक्षण - (1) नियम 4 में विनिर्दिष्ट दरें 1 अप्रैल, 2008 से प्रशमन के बिना प्रतिवर्ष तीन प्रतिशत तक बढ़ाई जाएगी और बढ़ाई गई ऐसी दर आगामी वर्षों के लिए आधार दर समझी जाएगी।

(2) लागू आधार दरें 6 जनवरी, 2007 को समाप्त होने वाले सप्ताह (अर्थात् 208.7) और उस वर्ष की 1 जनवरी जिसमें ऐसा संशोधन किया जा रहा है, को या उसके ठीक पश्चात् समाप्त होने वाले सप्ताह के बीच थोक कीमत सूचकांक में वृद्धि प्रदर्शित

करने के लिए प्रतिवर्ष 1 अप्रैल से वार्षिक रूप से पुनरीक्षित की जाएंगी किंतु ऐसा पुनरीक्षण थोक कीमत सूचकांक में वृद्धि के चालीस प्रतिशत तक सीमित होगा।

(3) फीस की लागू दर अवधारित करने का सूत्र निम्नलिखित होगा :-

$$\text{फीस की लागू दर} = \text{आधार दर} + \text{आधार दर X} \frac{\{\text{थोक कीमत सूचकांक क} - \text{थोक कीमत सूचकांक ख}\}}{\text{थोक कीमत सूचकांक ख}} \text{ X 0.4}$$

स्पष्टीकरण - इस उप-नियम के प्रयोजनों के लिए, -

(क) फीस की लागू दर, प्रयोक्ता द्वारा संदेय दर होगी;

(ख) आधार दर, नियम 5 के उप-नियम (1) के साथ पठित नियम 4 में विनिर्दिष्ट दर होगी;

(ग) थोक कीमत सूचकांक क से इन नियमों के अधीन पुनरीक्षण की तारीख से ठीक पूर्व की 1 जनवरी को या उसके पश्चात् समाप्त होने वाले सप्ताह का थोक कीमत सूचकांक अभिप्रेत है; और

(घ) थोक कीमत सूचकांक ख से 6 जनवरी, 2007 को समाप्त होने वाले सप्ताह का थोक कीमत सूचकांक अर्थात् 208.7 अभिप्रेत है।

दृष्टांत :

यदि 5 जनवरी, 2008 को समाप्त होने वाले सप्ताह के थोक कीमत सूचकांक (अर्थात् 216.6) को लागू करके वर्ष 2008-09 के लिए पुनरीक्षण किया जाना है तो कार, जीप या वैन के लिए दर नीचे संगठित किए गए अनुसार 0.6796 होगी:

$$\text{फीस की दर} : 0.6695 + 0.6695 \text{ X} \frac{\{216.6 - 208.7\}}{208.7} = 0.6796$$

(4) इस नियम के अधीन फीस की दर का वार्षिक पुनरीक्षण प्रत्येक वर्ष 1 अप्रैल से प्रभावी होगा।

6. फीस का संग्रहण - (1) इन नियमों के अधीन उद्ग्रहीत फीस पथकर प्लाजा पर यथास्थिति केन्द्रीय सरकार या निष्पादन प्राधिकारी या रियायतग्राही द्वारा संग्रहीत की जाएगी।

(2) प्रत्येक यांत्रिक यान का चालक, स्वामी या भारसाधक व्यक्ति पथकर प्लाजा पार करने से पूर्व राष्ट्रीय राजमार्ग के सेक्शन, स्थायी पुल, उपमार्ग या सुरंग के उपयोग के लिए इन नियमों के अधीन विनिर्दिष्ट फीस का संदाय करेगा।

(3) इन नियमों के अधीन संग्रहीत फीस का संदाय नकद रूप में या स्मार्ट कार्ड के उपयोग द्वारा या ऑन बोर्ड यूनिट (ट्रांसपोंडर) या अन्य समान युक्ति पर किया जाएगा:

परंतु स्मार्ट कार्ड के उपयोग द्वारा या ऑन बोर्ड यूनिट (ट्रांसपोंडर) या किसी ऐसी अन्य युक्ति का प्रयोग करके फीस का संदाय करने के लिए कोई अतिरिक्त प्रभार नहीं लिया जाएगा।

(4) यांत्रिक यान का चालक, स्वामी या भारसाधक व्यक्ति जो फीस के संदाय के लिए ऑन बोर्ड यूनिट (ट्रांसपोंडर) या किसी ऐसी युक्ति की संस्थापना का चयन करता है, ऐसी संस्थापना के लिए, यथास्थिति, केन्द्रीय सरकार, निष्पादन प्राधिकारी या रियायतग्राही के पास उपस्कर की लागत के समतुल्य प्रतिदेय प्रतिभूति निक्षेप करेगा और ऐसे प्रतिभूति निक्षेप पर कोई ब्याज प्रोद्भूत नहीं होगा।

(5) नियम 6 के उप-नियम (2) के अधीन ऐसी फीस प्राप्त करने वाला व्यक्ति यांत्रिक यान के चालक, स्वामी या भारसाधक व्यक्ति को एक रसीद उसमें उस फीस की प्राप्ति की तारीख और समय, प्राप्त की गई कुल रकम और उस यान का वर्ग जिसके लिए फीस प्राप्त की गई है, विनिर्दिष्ट करते हुए जारी करेगा:

परंतु जहां फीस का संदाय, स्मार्ट कार्ड के माध्यम से या ऑन बोर्ड यूनिट (ट्रांसपोंडर) या किसी ऐसी अन्य युक्ति पर किया जाता है, वहां रसीद केवल मांग पर ही जारी की जाएगी।

(6) फीस का संग्रहण, यथास्थिति, केन्द्रीय सरकार या निष्पादन प्राधिकारी और रियायतग्राही द्वारा किए गए करार के निबंधनों के अनुसार विनिर्दिष्ट अवधि के लिए स्थायी रूप से किया जाएगा।

(7) लोक वित्त पोषित परियोजनाओं के संबंध में इन नियमों के अधीन उद्ग्रहीत फीस का संग्रहण, यथास्थिति, केन्द्रीय सरकार या निष्पादन प्राधिकारी द्वारा अपने पदधारियों के माध्यम से या किसी ठेकेदार के माध्यम से किया जाएगा।

7. फीस का प्रेषण और विनियोजन (1) लोक वित्त पोषित परियोजनाओं की दशा में, प्रत्येक निष्पादन प्राधिकारी द्वारा इन नियमों के उपबंधों के अधीन संग्रहीत फीस केन्द्रीय सरकार को प्रेषित की जाएगी:

परंतु केन्द्रीय सरकार अधिसूचना द्वारा किसी या सभी निष्पादन प्राधिकारियों को उक्त अधिसूचना में यथाविनिर्दिष्ट ऐसे प्रयोजनों के लिए और ऐसी शर्तों के अधीन रहते हुए संपूर्ण फीस या उसके किसी भाग को विनियोजित करने के लिए अनुज्ञात कर सकेगी।

परंतु यह और कि प्राइवेट विनिधान परियोजनाओं की दशा में इन नियमों के उपबंधों के अधीन संग्रहीत फीस रियायतग्राही द्वारा, ऐसे रियायतग्राही द्वारा, ऐसे रियायतग्राही द्वारा किए गए करार के उपबंधों के अनुसार और उसके अधीन अपनी बाध्यताओं के अनुपालन के लिए विनियोजित की जाएगी।

(2) प्रत्येक निष्पादन प्राधिकारी नियम 7 के उप-नियम (1) के अधीन निष्पादन प्राधिकारी द्वारा विनियोजित किए जाने के लिए अनुज्ञात की गई रकम से अधिक संग्रहीत फीस की रकम को वित्तीय वर्ष की समाप्ति की तारीख से नब्बे दिनों के भीतर प्रशासनिक और प्रबंधन व्यय सहित संग्रहीत रकम और फीस के संग्रहण के संबंध में उपगत व्यय दर्शित करने वाले वार्षिक विवरण के साथ केन्द्रीय सरकार को प्रेषित करेगा।

(3) केन्द्रीय सरकार अधिसूचना द्वारा प्रशासनिक और प्रबंधन व्यय निर्धारित करेगी जिन्हें निष्पादन प्राधिकारी द्वारा काटे जाने और अपने पास प्रतिधारित किए जाने को अनुज्ञात किया जा सकेगा।

8. पथकर प्लाजा का अवस्थान - (1) यथास्थिति, निष्पादन प्राधिकारी या रियायतग्राही नगर पालिका या स्थानीय नगर क्षेत्र सीमाओं से दस किलोमीटर से अधिक की दूरी पर पथकर प्लाजा स्थापित करेगा:

परंतु निष्पादन प्राधिकारी, लेखबद्ध किए जाने वाले कारणों से, ऐसी नगर पालिका या स्थानीय नगर क्षेत्र सीमाओं से दस किलोमीटर की दूरी के भीतर किंतु किसी भी स्थिति में ऐसी नगर पालिका या स्थानीय नगर क्षेत्र सीमाओं से पांच किलोमीटर के भीतर नहीं, पथकर प्लाजा स्थापित कर सकेगा या पथकर प्लाजा स्थापित करने के लिए रियायतग्राही को अनुज्ञात कर सकेगा:

परंतु यह और कि यदि, यथास्थिति, राष्ट्रीय राजमार्ग सेक्शन, स्थायी पुल, उपमार्ग या सुरंग का निर्माण मुख्यत: ऐसी नगर पालिका या नगर क्षेत्र के निवासियों के उपयोग के लिए नगर पालिका या नगर क्षेत्र की सीमाओं के भीतर या ऐसी सीमाओं से पांच किलोमीटर के भीतर किया जाता है वहां प्रथकर प्लाजा, नगर पालिका या नगर क्षेत्र की सीमाओं के भीतर या ऐसी सीमाओं से 5 किलोमीटर की दूरी के भीतर स्थापित किया जा सकेगा।

(2) राष्ट्रीय राजमार्ग के उसी सेक्शन पर और एक ही दिशा में साठ किलोमीटर की दूरी के भीतर कोई अन्य पथकर प्लाजा स्थापित नहीं किया जाएगा:

परंतु जहां निष्पादन प्राधिकारी आवश्यक समझे, वहां वह लेखबद्ध किए जाने वाले कारणों से, साठ किलोमीटर की दूरी के भीतर कोई अन्य पथकर प्लाजा स्थापित कर सकेगा या स्थापित करने के लिए रियायतग्राही को अनुज्ञात कर सकेगा:

परंतु यह और कि ऐसा पथकर प्लाजा दूसरे पथकर प्लाजा से साठ किलोमीटर की दूरी के भीतर स्थापित किया जा सकेगा, यदि ऐसा पथकर प्लाजा स्थायी पुल, उपमार्ग या सुरंग के लिए फीस के संग्रहण के लिए हैं।

9. रियायत - (1) यथास्थिति, निष्पादन प्राधिकारी या रियायतग्राही, अनुरोध किए जाने पर, नियम 9 के उप-नियम (2) में विनिर्दिष्ट दरों पर विनिर्दिष्ट अवधि के भीतर पथकर प्लाजा पार करने के लिए बहु-यात्राओं हेतु पास प्रदान कर सकेगा।

(2) यांत्रिक यान का चालक, स्वामी या भारसाधक व्यक्ति जो राष्ट्रीय राजमार्ग के सेक्शन, स्थायी पुल, उपमार्ग या सुरंग का उपयोग करता है, ऐसे पास का चयन कर सकता है तथा उसे निम्नलिखित दरों के अनुसार फीस का संदाय करना होगा अर्थात्:-

संदेय धनराशि	**अनुज्ञात एकतरफा यात्राओं की अधिकतम संख्या**	**विधिमान्यता की अवधि**
एकतरफा यात्रा के लिए फीस का डेढ़ गुणा	दो	संदाय के समय से चौबीस घंटे
पचास एकल यात्राओं के लिए संदेय फीस की रकम का दो तिहाई	पचास	संदाय की तारीख के एक मास

(3) ऐसा कोई व्यक्ति जो गैर-वाणिज्यिक प्रयोजनों के लिए रजिस्ट्रीकृत यांत्रिक यान का स्वामी है और उस प्रकार उसका उपयोग राष्ट्रीय राजमार्ग के किसी सेक्शन, स्थायी पुल, उपमार्ग या सुरंग पर यात्रा करने के लिए करता है, आधार वर्ष 2007-08 के लिए प्रति कैलेंडर मास एक सौ पचास रुपए और नियम 5 के अनुसार वार्षिक रूप से पुनरीक्षित आधार दर पर फीस के संदाय पर ऐसे पास में विनिर्दिष्ट पथकर प्लाजा पार करने के लिए उसे अधिकृत करने वाला पास प्राप्त कर सकेगा।

परंतु ऐसा पास तभी जारी किया जाएगा जब ऐसे यांत्रिक यान का चालक, स्वामी या भारसाधक व्यक्ति, उस व्यक्ति द्वारा विनिर्दिष्ट पथकर प्लाजा से बीस किलोमीटर की दूरी के भीतर निवास करता है और, यथास्थिति, ऐसे राष्ट्रीय राजमार्ग के सेक्शन, स्थायी पुल, उपमार्ग या सुरंग का उपयोग विनिर्दिष्ट पथकर प्लाजा से अगले पथकर से आगे नहीं किया जाता है।

परंतु यह और कि यदि किसी यांत्रिक यान के चालक, स्वामी या भारसाधक व्यक्ति द्वारा उपयोग के लिए कोई सर्विस सड़क या वैकल्पिक सड़क उपलब्ध है तो ऐसा कोई पास जारी नहीं किया जाएगा।

(4) ऐसे यांत्रिक यान के चालक, स्वामी या भारसाधक व्यक्ति को कोई पास जारी नहीं किया जाएगा या उससे फीस संग्रहीत नहीं की जाएगी जो राष्ट्रीय राजमार्ग के सेक्शन के भाग का उपयोग करता है और पथकर प्लाजा को पार नहीं करता।

10. अतिभराई के लिए फीस की दर - (1) तत्समय प्रवृत्त किसी विधि के अधीन किसी यांत्रिक यान के चालक, स्वामी या भारसाधक व्यक्ति के किसी दायित्व पर प्रतिकूल प्रभाव डाले बिना ऐसा यांत्रिक यान, जो नियम 4 के उप-नियम (2) के अधीन उसके प्रवर्ग के लिए विनिर्दिष्ट अनुज्ञेय भार से अधिक भार से लदा है, ऐसी दर पर फीस का संदाय करने के लिए दायी

होगा जो अगली उच्चतर श्रेणी के यांत्रिक यान के लिए लागू है:

परंतु अतिभराई के लिए ऐसी फीस का संदाय यांत्रिक यान के चालक, स्वामी या भारसाधक व्यक्ति को उस राष्ट्रीय राजमार्ग का उपयोग करने के लिए हकदार नहीं बनाएगा और उसका यान, उस यांत्रिक यान से अधिक भार हटाए जाने तक राष्ट्रीय राजमार्ग का उपयोग करने या पथकर प्लाजा पार करने से निवारित होगा।

(2) पथकर प्लाजा पर संस्थापित तुला चौकी पर यथा अभिलिखित यांत्रिक यान का भार इस नियम के अधीन अतिभराई के लिए फीस उद्ग्रहण किए जाने का आधार होगा:

परंतु जहां पथकर प्लाजा पर कोई तुला चौकी संस्थापित नहीं की गई है, वहां इस नियम के अधीन अतिभराई के लिए कोई फीस उद्ग्रहीत और संग्रहीत नहीं की जाएगी और यांत्रिक यान का चालक, स्वामी या भारसाधक व्यक्ति केवल ऐसे यान के लिए लागू फीस का संदाय करने के लिए दायी होगा।

11. फीस के संदाय से छूट - (1) ऐसे यांत्रिक यान से फीस उद्ग्रहीत और संग्रहीत नहीं की जाएगी -

(क) जो निम्नलिखित को ले जा रहे हैं और उसके साथ चल रहे हैं:-

i) भारत के राष्ट्रपति;
ii) भारत के उपराष्ट्रपति;
iii) भारत के प्रधान मंत्री;
iv) भारत के मुख्य न्यायमूर्ति;
v) राज्यपाल;
vi) उप राज्यपाल;
vii) संघ के मंत्री;
viii) मुख्य मंत्री;
ix) उच्चतम न्यायालय के न्यायमूर्ति;
x) राज्य सभा के सभापति;
xi) लोक सभा अध्यक्ष;
xii) राज्य विधान परिषद के सभापति;
xiii) राज्य विधान सभा के अध्यक्ष;
xiv) उच्च न्यायालय के मुख्य न्यायाधीश;
xv) उच्च न्यायालय के न्यायाधीश;
xvi) राज्यों के मंत्री; और
xvii) सरकारी दौरे पर उच्च पदस्थ विदेशी व्यक्ति।

(ख) जो निम्नलिखित द्वारा शासकीय प्रयोजनों के लिए प्रयुक्त किया जा रहा है -

i) रक्षा मंत्रालय जिनमें वे भी हैं जो भारतीय पथकर (सेना और वायु सेना) अधिनियम, 1901 के उपबंधों और उसके अधीन बनाए गए नियमों, जो नौ सेना को भी विस्तारित किए गए हैं, के अनुसार छूट के लिए पात्र हैं;
ii) अर्द्ध सैनिक बलों और पुलिस वर्दी में केन्द्रीय और राज्य सशस्त्र बल;
iii) कार्यपालक मजिस्ट्रेट;
iv) अग्नि शमन विभाग या संगठन;
v) भारतीय राष्ट्रीय राजमार्ग प्राधिकरण या कोई अन्य संगठन या व्यक्ति जो ऐसे यान का प्रयोग निरीक्षण, सर्वेक्षण, निर्माण या उसके प्रचालन और रखरखाव के लिए कर रहा है।

(ग) एंबुलेंस के रूप में प्रयुक्त यान।

12. सूचना का संप्रदर्शन - (1) यथास्थिति, निष्पादन प्राधिकारी या रियायतग्राही, यांत्रिक यान से प्रभारित की जाने वाली फीस की रकम को विनिर्दिष्ट करते हुए एक सूचना अंग्रेजी और क्षेत्रीय भाषा के एक-एक समाचार पत्र में, जिसका उस क्षेत्र में व्यापक परिचालन है, प्रकाशित करेगा।

(2) निष्पादन प्राधिकारी पथकर प्लाजा से एक हजार मीटर पहले हिंदी और अंग्रेजी में और पथकर प्लाजा से पांच सौ मीटर पहले अंग्रेजी और स्थानीय भाषा में सहज रूप से निम्नलिखित को संप्रदर्शित करेगा:

i) प्रत्येक वर्ग के यान के लिए संदेय फीस की रकम और नियम 9 के अधीन उपलब्ध रियायतें;
ii) फीस के संदाय से छूट प्राप्त यानों के प्रवर्ग; और
iii) यथास्थिति, निष्पादन प्राधिकारी या रियायतग्राही का नाम, पता और फोन या संपर्क नंबर।

(3) संप्रदर्शन बोर्डों की ऊंचाई, उनकी गुणवत्ता और अक्षरों का आकार प्रयोक्ताओं के लिए सहज रूप से दृष्टव्य और पठनीय होगा।

13. अनधिकृत संग्रहण - (1) यथास्थिति, केन्द्रीय सरकार या निष्पादन प्राधिकारी द्वारा प्राधिकृत कोई अधिकारी, निष्पादन प्राधिकारी या रियायतग्राही द्वारा संग्रहीत अधिक फीस, यदि कोई हो, का निर्धारण करेगा और संग्रहीत अधिक फीस के पच्चीस प्रतिशत के बराबर अतिरिक्त राशि के साथ ऐसे प्राधिकारी या रियायतग्राही से उसकी वसूली कर सकेगा:

परंतु ऐसी अधिक फीस की वसूली तब तक नहीं की जाएगी जब तक, यथास्थिति, निष्पादन प्राधिकारी या रियायतग्राही को सुनवाई का अवसर नहीं दे दिया गया हो।

(2) फीस के अप्राधिकृत संग्रहण से व्यथित यांत्रिक यान का कोई चालक, स्वामी या भारसाधक व्यक्ति इस निमित्त, यथास्थिति, केन्द्रीय सरकार या निष्पादन प्राधिकारी द्वारा प्राधिकृत अधिकारी के पास शिकायत दर्ज करा सकेगा जो पक्षकारों की सुनवाई करने के पश्चात् उस शिकायत पर तीस दिन के भीतर अधिक संदाय के प्रतिदाय और ऐसे प्रयोक्ता को हुई असुविधा हेतु नुकसानियों के लिए आदेश पारित कर सकेगा।

14. फीस का संदाय करने में असफलता - (1) यदि यांत्रिक यान का कोई चालक, स्वामी या भारसाधक व्यक्ति, राष्ट्रीय राजमार्ग, स्थायी पुल, उपमार्ग या सुरंग के उपयोग के लिए फीस का संदाय नहीं करता है या संदाय करने से इंकार करता है तो उसके यान को राष्ट्रीय राजमार्ग के ऐसे सेक्शन, स्थायी पुल, उपमार्ग या सुरंग का उपयोग करने को अनुज्ञात नहीं किया जाएगा और यदि ऐसा यान यातायात के सामान्य प्रवाह को बाधा पहुंचाता है तो, यथास्थिति, निष्पादन प्राधिकारी या रियायतग्राही ऐसे बाधक यान को, यथास्थिति, राष्ट्रीय राजमार्ग, स्थायी पुल, उपमार्ग या सुरंग से हटवा सकेगा।

(2) जहां, यांत्रिक यान का चालक, स्वामी या भारसाधक व्यक्ति इन नियमों के अधीन उद्ग्रहीत फीस का संदाय करने से इंकार करेगा या उसमें असफल रहेगा तो उसकी वसूली यांत्रिक यान के रजिस्ट्रीकृत स्वामी से की जाएगी।

(3) जहां यथास्थिति, केन्द्रीय सरकार, निष्पादन प्राधिकारी या रियायतग्राही के पास यह विश्वास करने का कारण है कि कोई यांत्रिक यान देय फीस का संदाय किए बिना राष्ट्रीय राजमार्ग के सेक्शन, स्थायी पुल, उपमार्ग या सुरंग में चल रहा है, तो वहां वह उसके संदाय का सत्यापन करने के प्रयोजन के लिए उस यान को रोक सकेगा और ऐसे यान से शोध्य फीस की वसूली कर सकेगा।

15. अभिलेखों का सत्यापन करने की केन्द्रीय सरकार की शक्ति - यथास्थिति, केन्द्रीय सरकार या निष्पादन प्राधिकारी द्वारा सम्यक रूप से प्राधिकृत किसी अधिकारी को फीस के संग्रहण का सत्यापन करने तथा, यथास्थिति, निष्पादन प्राधिकारी या रियायतग्राही के किसी दस्तावेज, अभिलेखों, अन्य सूचना, रसीदों या रिपोर्टों का निरीक्षण करने की शक्ति होगी।

16. प्राइवेट विनिधान परियोजना के संबंध में फीस का संग्रहण - (1) नियम 3 के उप-नियम (3) के उपबंधों के अधीन उद्ग्रहीत फीस का संग्रहण, रियातग्राही द्वारा उसके करार के प्रवृत्त रहने तक, किया जाएगा।

(2) नियम 3 के उप-नियम (3) के अधीन विनिर्दिष्ट करार की समाप्ति की तारीख से ही उद्ग्रहीत फीस का संग्रहण, यथास्थिति, केन्द्रीय सरकार या निष्पादन प्राधिकारी द्वारा किया जाएगा।

17. अतिरिक्त अवरोधक के संस्थापन का वर्जन - पथकर प्लाजा से भिन्न किसी अन्य स्थान पर कोई अवरोधक, यथास्थिति, केन्द्रीय सरकार या निष्पादन प्राधिकारी की लिखित पूर्वानुमति के सिवाए संस्थापित नहीं किया जाएगा जो यह समाधान होने के पश्चात् कि फीस का अपवंचन हुआ है, ऐसे निबंधनों और शर्तों पर जो वह अधिरोपित करे, फीस के अपवंचन को रोकने के लिए पथकर प्लाजा से दस किलोमीटर के भीतर, यथास्थिति, केन्द्रीय सरकार या निष्पादन प्राधिकारी या रियायतग्राही द्वारा ऐसे अतिरिक्त अवरोध की संस्थापना किए जाने की अनुमति दे सकेगा:

परंतु यथास्थिति, केन्द्रीय सरकार या निष्पादन प्राधिकारी किसी भी समय लेखबद्ध किए जाने वाले कारणों से ऐसी अनुमति को वापस ले सकेगा।

परंतु यह और कि जहा यथास्थिति, केन्द्रीय सरकार या निष्पादन प्राधिकारी, रियायतग्राही द्वारा अतिरिक्त अवरोधक की स्थापना किए जाने की अनुमति नहीं देता है, वहां इस प्रकार इंकार किए जाने के कारणों को युक्तियुक्त अवधि के भीतर रियायतग्राही को संसूचित किया जाएगा।

[फा. सं. आर डब्ल्यू/एनएच-25016/1/2008/पी एण्ड पी]

पी.के. त्रिपाठी, संयुक्त सचिव

Ministry of Shipping, Road Transport and Highways
(Department of Road Transport and Highways)

NOTIFICATION

New Delhi, the 5th December, 2008

G.S.R. 838(E). – In exercise of the powers conferred by section 9 of the National Highways Act, 1956 (48 of 1956) and in supersession of the National Highways (Temporary Bridges) Rules, 1964, the National Highways (Collection of Fees by any person for the Use of Section of National Highways/Permanent Bridge/Temporary Bridge on National Highways) Rules, 1997, the National Highways (Fees for the Use of National Highways Section and Permanent Bridge - Public Funded Project) Rules, 1997 and the National Highways (Rate of Fees) Rules, 1997, except as respects things done or omitted to be done before such supersession, the Central Government hereby makes the following rules for collection of fee for use of sections of national highways, permanent bridges, bypasses and tunnels, namely:-

1. Short title and commencement–

(1) These rules may be called the National Highways Fee (Determination of Rates and Collection) Rules, 2008.

(2) They shall come into force on the date of their publication in the Official Gazette.

(3) They shall not apply to agreements and contracts executed and bids invited prior to the publication of these rules.

2. Definitions – (1) In these rules, unless the context otherwise requires,-

(a) "**Act**" means the National Highways Act, 1956;
(b) "**base year**" means the period from 1st April 2007 to 31st March 2008;
(c) "**bypass**" means a section of the national highway bypassing a town or city;
(d) "**concessionaire**" means a person with whom an agreement has been entered into under section 8A of the Act;
(e) "**elevated highway**" means any section of national highway raised above ground level through support of piers or columns;
(f) "**executing authority**" means an officer or authority notified by the Central Government under section 5 of the Act;
(g) "**expressway**" means a national highway having a divided carriageway suitable for high speed traffic and with control of access;
(h) "**financial year**" means the year commencing on the 1st day of April of a year and ending on 31st day of March of the succeeding year;
(i) "**gross vehicle weight**" in respect of any vehicle means the total weight of the vehicle and load certified and registered by the registering authority as permissible for that vehicle under the Motor Vehicles Act, 1988 (59 of 1988);
(j) "**lane**" means a lane forming part of the main carriageway and having a minimum width of three meters and fifty centimeters;
(k) "**mechanical vehicle**" means any vehicle driven under its own power including a motor vehicle as defined under the Motor Vehicles Act, 1988;
(l) "**notification**" means a notification published in the Official Gazette;
(m) "**private investment project**" means a project relating to section of national highway, permanent bridge, bypass or tunnel, as the case may be, for which an agreement is entered into with a concessionaire;
(n) "**public funded project**" means a project which is not a private investment project, as defined in clause (m) above and includes a private investment project in respect of which the agreement has expired;
(o) "**toll plaza**" means any building, structure or booth made for collection of fee.

(2) Words and expressions used herein and not defined but defined in the National Highways Authority of India Act, 1988 shall have the meanings respectively assigned to them in that Act.

3. Levy of fee – (1) The Central Government may be notification, levy fee for use of any section of national highway, permanent bridge, bypass or tunnel forming part of the national highway, as the case may be, in accordance with the provisions of these rules:

Provided that the Central Government may, by notification, exempt any section of national highway, permanent bridge, bypass or tunnel constructed through a public funded project from levy of such fee or part thereof, and subject to such conditions as may be specified in that notification.

(2) The collection of fee levied under sub-rule (1) of rule 3, shall commence within forty-five days from the date of completion of the section of national highway, permanent bridge, bypass or tunnel, as the case may be, constructed through a public funded project.

(3) In case of private investment project, the collection of fee levied under sub-rule (1) shall be made in accordance with the terms of the agreement entered into by the concessionaire.

(4) No fee shall be levied for the use of the section of national highway, permanent bridge, bypass or tunnel, as the case may be, by two wheelers, three wheelers, tractors and animal drawn vehicles:

Provided that three wheelers, tractors and animal-drawn vehicles shall not be allowed to use the section of national highway, permanent bridge, bypass or tunnel, as the case may be, where a service road or alternative road is available in lieu of the said national highway, permanent bridge, bypass or tunnel:

Provided further that where service road or alternaive road is available and the owner, driver or the person in charge of a two wheeler is making use of the section of national highway, permanent bridge, bypass or tunnel, as the case may be, he or she shall be charged fifty per cent of the fee levied on a car.

Explanation 1– For the purposes of this rule, - (a) "anterlative road" means such other road, the carriageway of which is more than ten meters wide and the length of which does not exceed the corresponding length of such section of national highway by twenty per cent thereof;

(b) "service road" means a road running parallel to a section of the national highway which provides access to the land adjoining such section of the national highway.

(5) The fee notified by the Central Government under these rules shall be rounded off and levied in multiple of the nearest Rupees five.

4. Base rate of fee – (1) The rate of fee for use of the section of national highway, permanent bridge, bypass or tunnel constructed through public funded project or private investment project shall be identical.

(2) The rate of fee for use of a section of national highway of four or more lanes shall, for the base year 2007-08, be the product of the length of such section multiplied by the following rates, namely:-

Type of Vehicle	**Base rate of fee per km (in Rupees)**
Car, Jeep, Van or Light Motor Vehicle	0.65
Light Commercial Vehicle, Light Goods Vehicle or Mini Bus	1.05
Bus or Truck	2.20
Heavy Construction Machinery (HCM) or Earth Moving Equipment (EME) or Multi Axle Vehicle (MAV) (three to six axles)	3.45
Oversized Vehicle (seven or more axles)	4.20

Explanation: – For the purposes of this rule, -

(a) **"car"** or **"jeep"** or **"van"** or **"light motor vehicle"** means any mechanical vehicle the gross vehicle weight of which does not exceed seven thousand five hundred kilograms or the registered passenger carrying capability as specified in the certificate of registration issued under the Motor Vehicles Act, 1988 does not exceed twelve excluding the driver;

(b) **"light commercial vehicle"** or **"light goods vehicle"** or **"mini bus"** means any mechanical vehicle with a gross vehicle weigh exceeding seven thousand five hundred kilograms but less than twelve thousand kilograms or the registered passenger carrying capability as specified in the certificate of registration issued under the Motor Vehicles Act, 1988, exceeds twelve but does not exceed thirty two excluding the driver;

(c) **"truck"** or **"bus"** means any mechanical vehicle with a gross vehicle weight exceeding twelve thousand kilograms but less than twenty thousand kilograms or the registered passenger carrying capability as specified in the certificate of registration issued under the Motor Vehicles Act, 1988, exceeds thirty two, excluding the driver;

(d) **"heavy construction machinery"** or **"earth moving equipment"** or **"multi axle vehicle"** means heavy construction machinery or earth moving equipment or mechanical vehicle including a multi axle vehicle with three to six axles or vehicle with a gross vehicle weight exceeding twenty thousand kilograms but less than sixty thousand kilogram; and

(e) **"oversized vehicle"** means any mechanical vehicle having seven or more axles or vehicle with a gross vehicle weight exceeding sixty thousand kilograms.

(3) The rate of fee for use of a section of national highway, having two lanes and on which the average investment for upgradation has exceeded Rupees one crore per kilometer, shall be sixty per cent of the rate of fee specified under sub-rule (2) of rule 4.

(4) The rate of fee for use of permanent bridge, bypass or tunnel constructed with the cost exceeding Rupees ten crore, shall, for the base year 2007-08, be as follows:-

Base rate of fee (Rupees per vehicle per trip)					
Cost of permanent bridge, bypass or tunnel (Rupees in crore)	Car, Jeep, Van or Light Motor Vehicle	Light Commercial Vehicle, Light Good Vehicle or Mini Bus	Truck or Bus	HCM, EME or MAV	Oversized Vehicle
10 to 15	5	7.50	15	22	30
For every additional Rupees five crore or part thereof, exceeding Rupees fifteen crore and upto Rupees one hundred crore.	1	1.50	3	4.50	6
For every additional Rupees five crore or part thereof, exceeding Rupees one hundred crore and upto Rupees two hundred crore.	0.75	1.15	2.25	3.40	4.50
For every additional Rupees five crore or part thereof, exceeding Rupees two hundred crore.	0.50	0.75	1.50	2.25	3

Provided that while computing fee for the section of national highway on which a permanent bridge, bypass or tunnel costing Rupees fifty crore or more is situated, the length of such permanent bridge, bypass or tunnel shall be excluded from the length of such section of national highway and fee shall be levied at the rates specified for such permanent bridge, bypass and tunnel.

Provided further that where the cost of such permanent bridge, bypass or tunnel, as the case may be, is less than Rupees fifty crore, and the said permanent bridge, bypass or tunnel, form part of the section of national highway, then

instead of above rate of fee, the rate of fee specified under sub-rule (2) of rule 4 shall be applicable for such permanent bridge, bypass or tunnel.

Explanation – For the purpose of this sub-rule, -

(a) the cost for private investment project, shall be the cost as assessed by the executing authority prior to invitation of bids from the concessionaire;

(b) the cost for public funded project shall be the cost as assessed by the executing authority six months prior to completion thereof.

5. Annual revison of rate of fee - (1) The rates specified under rule 4 shall be increased without compounding, by three per cent each year with effect from the 1st day of April, 2008 and such increased rate shall be deemed o be the base rate for the subsequent years.

(2) The applicable base rates shall be revised annually with effect from April 1 each year to reflect the increase in wholesale price index between the week ending on January 6, 2007 (i.e. 208.7) and the week ending on or immediately after January 1 of the year in which such revision is undertaken but such revision shall be restricted to forty per cent of the increase in wholesale price index.

(3) The formula for determining the applicable rate of fee shall be as follows:-

$$\text{Applicable rate of fee} = \text{base rate} + \text{base rate} \times \left\{ \frac{\text{WPI A} - \text{WPI B}}{\text{WPI B}} \right\} \times 0.4$$

Explanation: - for the purposes of this sub-rule, -

(a) applicable rate of fee shall be the rate payable by the user;

(b) base rate shall be the rate specified in rule 4 read with sub-rule (1) of rule 5;

(c) WPI A means the wholesale price index of the week ending on or subsequent to 1st January immediately preceding the date of revision under these rules; and

(d) WPI B means the wholesale price index of the week ending on 6th January, 2007 i.e. 208.7.

Illustration:

If the revision is to be made for the year 2008-09 by applying the wholesale price index of the week ending on 5th January 2008 (i.e. 216.6), then the rate for car, jeep or van will be 0.6796 as computed below:

$$\text{Applicable rate of fee} = 0.6695 + 0.6695 \times \left\{ \frac{216.6 - 208.7}{208.7} \right\} \times 0.4 = 0.6796$$

(4) Annual revision of rate of fee under this rule shall be effective from first of April every year.

6. Collection of Fee - (1) Fee levied under these rules shall be collected by the Central Government or the executing authority or the concessionaire, as the case may be, at the toll plaza.

(2) Every driver, owner or person in-charge of a mechanical vehicle shall for the use of the section of national highway, permanent bridge, bypass or tunnel, before crossing the toll plaza, pay the fee specified under these rules.

(3) The fee collected under these rules shall be paid either in cash or through smart card or on board unit (transponder) or any other like device.

Provided that no additional charges shall be realised for making the payment of fee by use of a smart card or on board unit (transponder) or any other such device.

(4) Any driver, owner or person in charge of a mechanical vehicle who opts for the installation of on board unit (transponder) or any other such device for payment of fee, shall deposit a refundable security equivalent to the cost of the equipment with the Central Government, the executing authority or the concessionaire, as the case may be, for such installation and no interest shall accrue on such security deposit.

(5) The person receiving such fee under sub-rule (2) of rule 6, shall issue to the driver, owner or person in-charge of mechanical vehicle a receipt, specifying therein the date and time of such receipt of fee, total amount received, and the class of vehicle for which the fee has been received.

Provided that where the fee is paid through smart card or on board unit (transponder) or any other such device, a receipt shall be issued on demand only.

(6) The fee shall be collected in perpetuity by the Central Government or the executing authority, as the case may be, and for a specified period in accordance with the terms of the agreement entered into by the concessionaire.

(7) In respect of public funded projects the fee levied under these rules shall be collected by the Central Government, or the executing authority, as the case may be, through its own officials or through a contractor.

7. Remittance and appropriation of fee - (1) In case of public funded projects, the fee collected under the provisions of these rules by every executing authority shall be remitted to the Central Government.

Provided that the Central Government may be notification allow any or all executing authorities to appropriate the whole or any part of the fee for such purposes and subject to such conditions as may be specified in the said notification.

Provided further that in case of private investment projects, the fee collected under the provisions of these rules shall be appropriated by the concessionaire in accordance with the provisions of and for the performance of its obligations under the agreement entered into by such concessionaire.

(2) Every executing authority shall remit to the Central Government, the amount of fee collected over and above the amount permitted to be appropriated by the executing authority under sub-rule (1) of rule 7, within ninety days from the date of the closing of the financial year along with an annual return showing the amount collected and the expenditure incurred on collecion of fee, including the administrative and management expenses.

(3) The Central Government shall by notification determine the administrative and management expenses which may be allowed to be deducted and retained by the execuing authority.

8. Location of toll plaza - (1) The executing authority or the concessionaire, as the case may be, shall establish a toll plaza beyond a distance of ten kilometers from a municipal or local town area limits.

Provided that the executing authority may, for reasons to be recorded in writing, locate or allow the concessionaire to locate a toll plaza within a distance of ten kilometers of such municipal or local town area limits, but in no case within five kilometers of such municipal or local town area limits.

Provided further that where a section of the national highway, permanent bridge, bypass or tunnel, as the case may be, is constructed within the municipal or town area limits or within five kilometers from such limits, primarily for use of the residents of such municipal or town area, the toll plaza may be established within the municipal or town area limits or within a distance of five kilometers from such limits.

(2) Any other toll plaza on the same section of national highway and in the same direction shall not be established within a distance of sixty kilometers.

Provided that where the executing authority deems necessary, it may for reasons to be recorded in writing, establish or allow the concessionaire to establish another toll plaza within a distance of sixty kilometers.

Provided further that a toll plaza may be established within a distance of sixty kilometers from another toll plaza if such toll plaza is for collection of fee for a permanent bridge, bypass or tunnel.

9. Discounts - (1) The executing authority or the concessionaire, as the case may be, shall upon request provide a pass for multiple journeys to cross a toll plaza within the specified period at the rates specified in sub-rate (2) of rule 9.

(2) A driver, owner or person in charge of a mechanical vehicle who makes use of the section of national highway, permanent bridge, bypass or tunnel, may opt for such pass and he or she shall have to pay the fee in accordance with the following rates, namely:-

Amount payable	**Maximum number of one way journeys allowed**	**Period of validity**
One and half times of the fee for one way journey	Two	Twenty four hours from the time of payment
Two-third of amount of the fee payable for fifty single journeys.	Fifty	One month from date of payment

(3) A person who owns a mechanical vehicle registered for non-commercial purposes and uses it as such for commuting on a section of national highway, permanent bridge, bypass or tunnel, may obtain a pass, on payment of fee at the base rate for the year 2007-2008 of Rupees one hundred and fifty per calendar month and revised annually in accordance with rule 5, authorising it to cross the toll plaza specified in such pass.

Provided that such pass shall be issued only if such driver, owner or person in charge of such mechanical vehicle resides within a distance of twenty kilometers from the toll plaza specified by such person and the use of such section of National Highway, permanent bridge, bypass or tunnel, as the case may be, does not extend beyond the toll plaza next to the specified toll plaza.

Provided further that no such pass shall be issued if a service road or alternative road is available for use by such driver, owner or person in-charge of a mechanical vehicle.

(4) No pass shall be issued or fee collected from a driver, owner or person in-charge of a mechanical vehicle that uses part of the section of a national highway and does not cross a toll plaza.

10. Rate of fee for overloading - (1) Without prejudice to the liability of the driver, owner or a person in-charge of a mechanical vehicle under any law for the time being in force, a mechanical vehicle which is loaded in excess of the permissible load specified for its category under sub-rule (2) of rule 4, shall be liable to pay fee at such rate which is applicable for the next higher category of mechanical vehicles.

Provided that the payment of such fee for overloading shall not entitle a driver or owner or a person in-charge of a mechanical vehicle to make use of such national highway and his or her vehicle shall be prevented from using the national highway or crossing the toll plaza until the excess load has been removed from such mechanical vehicle.

(2) The weight of a mechanical vehicle, as recorded at a weighbridge installed at the toll plaza, shall be the basis for levying the fee for overloading under this rule.

Provided that where no weighbridge has been installed at the toll plaza, no fee for overloading shall be levied and collected under this rule and the driver, owner or person incharge of the mechanical vehicle shall be liable to pay fee applicable for such vehicle only.

11. Exemption from payment of fee - (1) No fee shall be levied and collected from a mechanical vehicle, -

(1) transporting and accompanying,-

(i) the President of India;
(ii) the Vice-President of India;
(iii) the Prime-Minister of India;
(iv) the Chief Justice of India;
(v) the Governor;
(vi) the Lieutenant Governor;
(vii) the Union Minister;
(viii) the Chief Minister;
(ix) the Judge of Supreme Court;
(x) the Chairman of the Council of State;
(xi) the Speaker of the House of People;
(xii) the Chairman of the Legislaive Council of the State;
(xiii) the Speaker of the Legislative Assembly of the State;
(xiv) the Chief Justice of High Court;
(xv) the Judge of High Court;
(xvi) Ministers of States; and
(xvii) Foreign dignitaries on State visit.

(b) used for official purposes by, -

(i) the Ministry of Defence including those which are eligible for exemption in accordance with the provisions of the Indian Toll (Army and Air Force) Act, 1901 and rules made thereunder, as extended to Navy also;
(ii) the Central and State armed forces in uniform including para military forces and police;
(iii) an executive Magistrate;
(iv) a fire-fighting department or organisation;
(v) the National Highway Authority or any other organisation on person using such vehicle for inspection, survey, construction or operation and maintenance thereof; and

(c) used as ambulance.

12. Display of Information - (1) The executing authority or the concessionaire, as the case may be, shall publish a notice specifying the amount of fee to be charged from the mechanical vehicle, in at least one Newspaper, each in English and vernacular language, having a wide circulation in such area.

(2) The executing authority shall prominently display in Hindi and English one thousand meters ahead of the toll plaza and in English and local language five hundred meters ahead of the toll plaza, -

(i) the amount of fee payable for each class of vehicles and the discounts available under rule 9;
(ii) the categories of vehicles exempted from payment of fee; and
(iii) the name, address and telephone or contact number of the executing authority or the concessionaire, as the case may be.

(3) The height of the display boards, their quality and size of lettering shall be clearly visible and legible to the users.

13. Unauthorised collection - (1) An officer authorised by the Central Government or by the executive authority, as the case may be, may assess the excess fee collected, if any, by the executing authority or the concessionaire, as the case may be, and recover the same from such authority or concessionaire, along with an addiional sum equal to twenty five per cent of the excess fee collected.

Provided that no recovery of such excess fee shall be made unless an opportunity of hearing has been given to the executing authority or concessionaire, as the case may be.

(2) Any driver, owner or person incharge of a mechanical vehicle aggrieved by unauthorised collection of fee,

may lodge a complaint with the officer authorised by the Central Government or the executing authority, as the case may be, in this behalf, who shall after hearing the parties pass an order on such complaint for refund of excess payment and damages for the inconvenience suffered by such user within thirty days.

14. Failure to pay fee- (1) If any driver, owner or person in-charge of a mechanical vehicle does not pay or refuses to pay the fee for use of National Highways, permanent bridge, bypass or tunnel, his or her vehicle shall not be allowed to use such section of national highway, permanent bridge, bypass or tunnel and in case such vehicle obstructs the normal flow of traffic, the executing authority or the concessionaire, as the case may be, may get such obstructing vehicle removed from the National Highway, permanent bridge, bypass or tunnel, as the case may be.

(2) Where the driver or the person in charge of a mechanical vehicle refuses or fails to pay the fee levied under these rules, the same shall be recovered from the registered owner of the mechanical vehicle.

(3) Where the Central Government, executing authority or the concessionaire, as the case may be, has reason to believe that a mechanical vehicle is plying on a section of the national highway, permanent bridge, bypass or tunnel without payment of fee due, it may stop such vehicle for the purpose of verifying the payment thereof and collect the fee due from such vehicle.

15. Power of Central Government to verify records- An officer duly authorised by the Central Government or the executing authority, as he case may be shall have the power to verify the collection of fee, and inspect any document, records, other information, receipts or reports of he executing authority or the concessionaire, as the case may be.

16. Collection of fee in respect of Private Investment Project- (1) The fee levied under the provisions of sub-rule (3) of rule 3 shall be collected by the concessionaire till its agreement is in force..

(2) On and from the date of expiry of the agreement specified under sub rule (3) of rule 3, the fee levied shall be collected by the Central Government or the executing authority, as the case may be.

17. Bar for installation of additional barrier- No barrier shall be installed at any place, other than at the toll plaza, except with the prior permission in writing of the Central Government or the executing authority, as the case may be, who after being satisfied that there is evasion of fee, may allow on such terms and conditions as it may impose, the installation of such additional barrier by the Central Government, the executing authority or the concessionaire, as the case may be, within ten kilometers from the toll plaza, to check the evasion of fee.

Provided that the Central Government or the executing authority, as the case may be, may, at any time, for reasons to be recorded in writing, withdraw such permission.

Provided further that where the Central Government or the executing authority, as the case may be, do not allow installation of an additional barrier by the concessionaire, the reasons for such refusal shall be communicated to such concessionaire within a reasonable period.

(F.No. RW/NH-25016/1/2008/P&P)
(Joint Secretary)

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
201.6	NH-11065/2/2007-P&M dated 22.03.2007	Procedure for sanction of NH (O) work and monitoring systems	201/9
201.7	NH-24035/11/2007-P&M dated 18.09.2007	Programme for providing Road Connectivity to border towns	201/10
201.8	NH-22013/1/2008-P&M dated 17.10.2008	Annual plan of works under NH (O) Emphasis on Road safety aspects pertaining to Hill Roads-reg	201/11

201.6

No. NH-11065/2/2007-P&M *Dated, the 22nd March, 2007*

To,

The Director General Border Roads

Subject : Procedure for sanction of NH (O) works and monitoring systems

In supersession of all previous orders in the matter, it has been decided that the following procedure will be followed for the sanction of new works for development of National Highways entrusted to the Border Roads Organization (BRO). These procedures will be followed for all the works funded from the Plan funds of this Ministry irrespective of the costs/amount of the individual estimates.

(i) The state-wise list of works to be sanctioned within the financial year keeping in view of the allocated funds shall be prepared each year for inclusion in the Annual Plan. The state-wise allocation of funds from the funds allocated to the BRO shall be decided by the BRO under intimation to this Ministry, keeping in view balance amount of sanctions and new sanctions proposed during the year. For this purpose the Bank of Sanction ratio may be considered as 2.5. The list of works included in the Annual Plan for the ensuring financial year shall be prepared in advance and submitted to the Ministry by the end of December of each year, which would be approved by the Ministry latest by the month of March of the following year. BRO shall invariably send inventory and bar charts in respect of all National Highway works under their charge to facilitate examination/finalization of Annual Plan.

(ii) The detailed estimates/DPRs, complying with the Ministry's/IRC guidelines and NH(O) norms, shall be prepared by BRO and submitted to the Ministry for the works included in the annual plan. The cost estimate shall be prepared on the basis of the Data Book of the Ministry and the rates of material, labour and carriage age to be obtained from local authorities for the area where the project is located. The Ministry, after examination of the individual proposals may modify them as required and shall accord Technical Approval by assigning a Job number for each work. Thereafter, financial sanction for the technically approved work shall be obtained by BRO following their internal approval system, within the amount of technical approval. A copy of the sanction letter along with the detailed estimate shall be endorsed to the Ministry.

(iii) All guidelines/norms of the Ministry applicable to National Highways works, as circulated from time to time, shall be applicable to the works to be executed by BRO.

(iv) Regular review meeting of BRO Works should be conducted at the level of Chief Engineer of the Zone concerned and Addl. Director General concerned of the Ministry every quarter with the respective Chief Engineers of the BRO dealing with the project.

(v) Sub-estimates if any, prepared for the purpose of execution of works within sanctioned estimates may be technically and financially sanctioned by the BRO according to their internal procedures.

2. The revised procedures shall be effective from 1.4.2007.

201/10

201.7

IMMEDIATE

No. NH-24035/11/2007-P&M

Dated, the 18th September, 2007

To,

Secretary, PWDs dealing with National Highways in the States of Gujarat, Rajasthan, Punjab, Jammu & Kashmir, Himachal Pradesh, Uttarakhand, Uttar Pradesh, Bihar, Sikkim, Assam, Arunachal Pradesh, Nagaland, Manipur, Mizoram, Tripura, Meghalaya & West Bengal, Engineer-in-Chief/Chief Engineers dealing with roads in the States of Gujarat, Rajasthan, Punjab, Jammu & Kashmir, Himachal Pradesh, Uttarakhand, Uttar Pradesh, Bihar, Sikkim, Assam, Arunchal Pradesh, Nagaland, Manipur, Mizoram, Tripura, Meghalaya & West Bengal.

Subject : Programme for providing Road Connectivity to Border Towns

A task force was set up for preparation of a proposal for comprehensive development of border areas in January, 2006 under the Chairmanship of Shri B.N. Yugandhar, Member (Planning Commission) with Secretaries of different concerned departments of Central Government and representatives of some of the Governments of Border States.

2. The Report of the Task Force, inter-alia, recommended that emphasis should be given to mega physical infrastructures like highways, link roads, railway network and air links as well as power distribution lines for power and connectivity for telecommunication and information technology. The Border Area Development Programme (BADP) recommended by the Task Force also covers the boarder blocks of all the States having international land borders. The programme is envisaged for ensuring balanced development of border areas, development of infrastructure and promotion of a sense of security among the border population. The report also suggested by way of illustration as given below the schemes and projects which can be taken up under BADP. Border Roads and road connectivity have been included in this illustration and relevant paras of this report are reproduced below.

"It is of utmost importance to undertake construction of boarder roads to provide connectivity to town and cities. These border roads could also be described as two lane border highways. The border highways may run parallel to the border but not necessarily along the border. This will provide quick accessibility with the hinterland and help in integration of the border population with the rest of the State.

The villages, block and district headquarters are not directly connected with road in a number of states, particularly in the North Eastern Region. The people have to take circuitous route. Therefore, network of connecting roads and link roads needs to be the first priority. The construction of roads will include construction of bridges over the rivers and rivulets. This road connectivity will do away with the isolation of population within the border areas. This will also provide access to the local administration and provide impetus to local trade."

3. As a part of this initiative, Government is considering for provision of such two land 'border highway' parallel to the Indian border and connecting important border towns. In order to finalize the detailed framework of this proposal, assessment in required to be made regarding techno economic feasibility of construction/improvement of such border highways. At the first instance, the availability of such existing roads which can be converted into such border highways and the requirement of construction of new roads are to be assessed. The information in respect of such existing roads parallel to the international border like category of road, length, width, surface type, condition, programme for development of such roads to two lane SH standards, if any, under any programme, cost of development of such roads to two-lane SH standards, etc. may be submitted. Simiarly, the information in respect of missing links, like techno-economic feasibility of construction of missing links, costs of construction to two-lane SH are also required. The existing roads which can be converted into such border highways and proposed new lines are to be plotted in a map of existing road network of the border districts and to be submitted alongwith the above mentioned details.

4. The above mentioned details may be furnished as early as possible and latest by 10.10.2007.

201.8

No. NH-22013/1/2008-P&M *Dated, the 17th October, 2008*

To,

Secretary (PWDs), Engineer-in-Chief/Chief Engineer (PWDs) of the State Govt./UTs of Andhra Pradesh, Arunachal Pradesh, Assam, Chhatishgarh, Goa, Gujarat, Haryana, Himachal Pradesh, Jharkhand, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Manipur, Meghalaya, Mizoram, Naglanad, Orissa, Punjab, Rajasthan, Tamil Nadu, Uttar Pradesh, Uttarakhand and West Bengal with National Highways.
Director General (Border Roads), The Chairman, National Highways Authority of India

Subject : Annual Plan of work under NH(O)–Emphasis of Road Safety Aspects pertaining to Hill Roads–reg.

Guidelines have been issued by this Ministry from time to time giving emphasis about taking corrective measures to improve the road safety scenario in general through various measures. Some of the specific measures towards enhancement of road safety in Hill Roads include provisions of adequate signages, parapets/guard rails, delineators at high embankments, retaining walls/breast walls, installation of traffic safety barriers such as crash barriers/wire rope fencing etc. at high risk situations like recurring accident spots, sharp curves, etc. However, it has been observed that due priority is not being given towards inclusion and sanctioning of such important road safety related works on National Highway sections passing through hilly areas under Annual Plans.

2. It may be recalled that the importance of giving priority to enhance road safety measures was also emphasized by the Hon'ble Minister of Shipping, Road Transport & Highways during the Conference of the Ministers in-charge of Highways in the States/Union Territories, held in New Delhi on 24.6.2008.

3. In view of the above, the concerned State Governments and Union Territories are requested to draw a prioritized list of works required to be taken up on National Highway sections passing through hilly areas, as mentioned above, in consultation with the Regional Officers of this Ministry. The State Governments and Union Territories may also take up immediate necessary action for preparing detailed proposals including cost estimates for these works and forward the same to the concerned Project Zone Chief Engineers of this Ministry within a period of one month. The concerned Project Zone Chief Engineers of the Ministry may intimate the total tentative estimated cost of these proposed road safety related works on National Highways in hilly areas to Planning Zone and may process and keep the same in readiness for seeking approval of the Competent Authority for sanction once additional allocations are received.

4. Similar action may also be taken up by the Chairman, NHAI and the Border Roads Organization for National Highway sections passing through hilly arcas, which have been entrusted to them.

Code No.	*Circular No. & Date*	*Brief Subject*	*Page No.*
202.4	RW/NH-33044/23/2004-S&R(R), dated 23.06.2006	Development of GIS based National Highways	202/10 to 15
202.5	RW/NH-33044/23/2004-S&R(R), dated 13.07.2006	Development of GIS based National Highways Information System	202/15 & 16
202.6	RW/NH-33044/23/2004-S&R(R), dated 23.03.2007	Development of GIS based National Highways Information System–Modified Programme & Schedule of filed Survey	202/16 to 21
202.7	RW/NH-33044/23/2004-S&R(R) dated 5.6.2008	Development of GIS based NH information System-secondary data	202/21
204. PLANNING TARGETS			
204.3	NH-24035/11/2007-P&M, dated 18.09.2007	Programme for providing Road Connectivity to Border Towns	204/2
206. CONSULTANTS FOR NH WORKS			
206.12	RW/NH-34054/1/2006-S&R(B), dated 2.04.2007	Empanelment of Consultants for Highway and Bridge Projects	206/40 to 69
206.13	RW/NH-3405/1/2006-S&R(B) Pt, dated 1.08.2007	Empanelment of Consultants for Highway and Bridge Projects Corrections in the Details of Consultants	206/69 to 70

202.04

No. RW/NH-33044/23/2004-S&R(R) *Dated, the 23rd June, 2006*

To

The Engineer-in-Chief and Chief Engineers of State PWDs and UTs (Dealing with National Highways);
The Chairman, National Highways Authority of India; The Director General (Border Roads)

Subject : Development of GIS based National Highways Information System

The Ministry has sanctioned the scheme for development of GIS based National Highways Information System (excluding the stretches covered under NHDP Phase-I & Phase-II) in August 2005 through CRRI as the implementation organization. The implementation is to be carried out by CRRI under 4 modules, viz.:-

(i) Module-I: Preparation of a digital GIS map in 1:1 million scale based on SOI toposheets showing all National Highways network.

(ii) Module-II: Inventorization of National Highway network (excluding NHDP Phase-I & II).

(iii) Module-III: Conduction of Traffic Volume Survey for about 50 representative locations taken continuously for 7 days using permanent traffic classifiers; remaining traffic data is to be arranged by Ministry through PWDs and to be made available to CRRI for integrating with GIS.

(iv) Module-IV: Long term maintenance and rehabilitation strategies for NHs based on HDM-IV tool.

The work is scheduled to be completed in February, 2009 strictly in a time bound manner.

2. Under Module-II mentioned above, CRRI would collect the primary data as a part of inventorization. These include parameters like curvature, gradient, roughness, distance measurement, junction type, pavement width type (single lane, intermediate lane, 2 lane, 4 lane, single/dual carriageway etc.), pavement surface type (cement concrete bituminous etc.). Primary data is to be collected by instrumented vehicle. An addition vehicle, following the instrumented vehicle, is to be employed for collecting data and information from secondary sources. For these, a team of 2 persons in a vehicle would move all over the NH road network and collect data on visual surface condition, details of bridges and culverts (type, length, number of spans, span length, details of piers/abutments, hume pipe/ concrete pipe culverts, no. of rows etc.), details of the roadway width (formation width), height of embankment, carriageway width, pavement cross section (crust details), type and condition of shoulders, rainfall data, depth of water table, flood data etc. All these secondary data are to be collected with the help of concerned field engineers of the concerned executive agencies associated with the specific stretches of NHs including concerned ROs/ELOs of the Ministry.

3. CRRI has now forwarded the formats for collection of secondary data, mentioned above, which are enclosed herewith (Secondary data Format-I to Format-III, and list of codes for filling secondary data).

4. In view of the above, all concerned executive agencies are requested to extend the necessary help and support in providing the desired secondary data to CRRI as per the formats enclosed herewith for the NH network in the country (excluding NH stretches covered under NHDP Phase-I & II).

(Enclosure of Ministry's of Shipping, Road Transport & Highways, (Deptt. of Road Transport & Highways) letter No. RW/NH-33044/23/2004-S&R (R) dated the 23rd June, 2006)

Secondary Data Format - I

Pavement Inventory and History

Name and Category of Road:
Section: From Km to km

PWD Division:
State:

From Km	To Km	Right of Way Width (m)	Formation Width (m)	Pavement Carriageway		Shoulder		Height of Embankment (Range in (m))	Depth of Cutting (Range in (m))	Pavement Crust Details								Pavement History				Remarks
										Surface		Base		Subbase		Subgrade						
				Type	Width (m)	Type	Width (m)			Type	Thickness (mm)	Type	Thickness (mm)	Type	Thickness (mm)	Type	CBR	Year of Construction	Year of Last Strengthening and Specification	Year of Last Resurfacing and Specification	Type and Year of Preventive Treatment if any	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

Secondary Data Format - II

Inventory on Cross Drainage Structures and Details of Environmental Conditions

Name and Category of Road: **PWD Division:**
Section: From Km to km **State:**

		Cross Drainage Structure Details											Temp. During the Last Year					Road side development				
From Km	To Km	Type of CD	Type of Pipes	No. of Rows	Diameter of the Pipes in (m)	Length of Structure (m)	No. of Spans	Type of Foun-dation	Name of River/ Drain	High Flood Level (m)	Year of Submergence (if any incidence)	Water logging Problems (Yes/No)	Min. Temp	Max. Temp	Ave. Temp	Depth of water Table (m)	Average Rain fall per year (mm)	Builtup	Forest	Agri.	Indus.	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

Secondary Data Format - III

Classified Traffic Volume Data

Name and Category of Road:
Section: From Km to km

PWD Division:
State:

Census Location/ Chainage	Period (Year)	Traffic Volume (AADT)													Total Motorised Vehicles	Toal Non-Motorised Vehicles	Remarks
		Two Wheelers	Three Wheelers	Cars/ Jeeps	Bus	Tractor-Trailor	LCVs	2 axles Truck	3 axles Truck	4 axles Truck	5 axles Truck	Cycles	Cycle Rickshaws	Animal Carts			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	2005																
	2004																
	2003																
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List of codes to be used for Filling Secondary Data

Types of CDs and Structures

Slab Culvert	SC
Box Culvert	BOC
Pipe Culvert (Concrete Pipe)	CP
Pipe Culvert (Hume Pipe)	HP
Major Bridge	Maj B
Minor Bridge	Min B
Others (please specify)	

Types of Foundation

Wall Foundation	WF
Pile Foundation	PF
Others (please specify)	OF

Pavement Types

Bituminous Surface	BT
Concrete Surface	CC
Unpaved Surface	UP
Others (please specify)	OP

Shoulder Types

Hard Shoulder	HS
Gravel Shoulder	GS
Bricks Shoulder	BS
Earthen Shoulder	ES
Bituminous Shoulder	BTS
Others (please specify)	OS

Surface Types

Bituminous Concrete	BC
Semi Dense Bituminous Concrete	SDBC
Mix Seal Surfacing	MSS
Premix Carpet	PMC
Surface Dressing	SD
Plain Cement Concrete	PCC
Reinforced Cement Concrete	RCC
Continuously Reinforced Concrete Pavement	CRCP

Roller Compacted Concrete Pavement	RCCP
Water Bound Macadam	WBM
Gravel	GL
Others (please specify)	OST

Base Type

Dense Bituminous Concrete	DBM
Bituminous Mecadam	BM
Wet Mix Mecadam	WMM
Cement Treated Base	CTB
Dry Lean Concrete	DLC
Water Bound Macadam	WBM
Brick Soling	BS
Others (please specify)	OSB

Sub Grade Soil Types

Sandy Soil	S
Block Cotton Soil	BS
Gravel Soil	GS
Moorum Soil	M
Clayey Soil	CS
Silty Soil	SS

202.5

No. RW/NH-33044/23/2004-S&R(R) *Dated, the 13th July, 2006*

To

The Engineer-in-Chief and Chief Engineers of State/Union Territories, (dealing with National Highways);
The Chairman, National Highways Authority of India; The Director General (Border Roads)

Subject : Development of GIS based National Highways Information System

Please refer to this Ministry's letter of even No. dated 23.06.2006 regarding above mentioned subject enclosing therewith the formats for collection of secondary data for the above mentioned scheme and also requesting all concerned executive agencies to extend necessary help and support in providing the desired secondary data to CRRI.

2. In continuation to the above, it is requested that contact details of all concerned field units, e.g. Designations of concerned officials, their office addresses, telephone/fax No. etc., may be urgently forwarded to the Director, CRRI under intimation to the Ministry. In this context a copy of letter No. RDM/MOST/NH/1.4 dated 21.06.2006 from the Director CRRI is enclosed herewith for ready reference.

(Enclosure to Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways, letter No. RW/NH-33044/23/2004-S&R (R) dated 13th July, 2006)

CENTRAL ROAD RESEARCH INSTITUTE

No. RDM/MOST/NH/1.4 ***Dated, the 21st June, 2006***

From : Dr. P.K. Nanda
Director

To

Director General (Road Dev), Ministry of Shipping & Transport

Attn: : Shri R.D. Dohare, Chief Engineer (R&S)/Roads

Subject : Development of GIS based National Highways Information System (T-5 Scheme)

In connection with the above study subject, the secondary information on NH road network is to be collected from sources such as State PWDs and regional offices in the States. Data collection formats prepared for the purpose are enclosed herewith. CRRI requests the Ministry to please give necessary directions to State PWDs/ ELOs/ROs to extend the needed help and support in providing the desired secondary data to CRRI, as per the formats.

2. In addition to the above it is also requested that list of National Highways with proper reference chainage and land marks etc. along with the contact addresses (Physical, Fax & Telephone etc.) of respective PWDs/ R&Bs/Ros/ELOs may also please be provided at the earliest.

202.6

MOST IMMEDIATE

No. RW/NH-33044/23/2004-S&R(R) ***Dated, the 23rd March, 2007***

To,

The Secretaries (PWD), Engineers-in-Chief and Chief Engineers of State PWDs and UTs (Dealing with National Highways), The Chairman, National Highways Authority of India, The Director General (Border Roads).

Subject : Development of GIS based National Highways Information System-Modified progamme & Schedule of field survey-reg.

In continuation of Ministry's letter of even No. dated 7.12.2006 & 23.6.2006 on the above mentioned subject requesting to extend the necessary help and support in providing the desired secondary data for the above scheme to CRRI for the NH network in the country, excluding those covered under NHDP Phase-I & II, as per the formed enclosed therewith.

2. CRRI vide their letter No. CRRI/PED/MOST/NH/2006-07 (I) dated 08.03.2007 has inter-alia forwarded the modified programme for conducting field studies for this scheme.

3. It is requested that all field units may be instructed to assist CRRI in collection of the data and impress upon survey team to cover all NH stretches falling under their jurisdiction (excluding those falling under NHDP Phases I & II). ROs/ELOs of the Ministry shall ensure that CRRI undertakes field surveys in all such NH stretches. Some of the NHs has not yet been entrusted to NH Wings. It will be advisable that field survey is also conducted on these NHs.

Secondary Data Format - I

Pavement Inventory and History

Name and Category of Road:
Section: From Km to km

PWD Division:
State:

From Km	To Km	Right of Way Width (m)	Formation Width (m)	Pavement Carriageway		Shoulder		Height of Embankment (Range in (m))	Depth of Cutting (Range in (m))	Pavement Crust Details								Pavement History				Remarks
										Surface		Base		Subbase		Subgrade						
				Type	Width (m)	Type	Width (m)			Type	Thickness (mm)	Type	Thickness (mm)	Type	Thickness (mm)	Type	CBR	Year of Construction	Year of Last Strengthening and Specification	Year of Last Resurfacing and Specification	Type and Year of Preventive Treatment if any	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

Secondary Data Format - II

Inventory on Cross Drainage Structures and Details of Environmental Conditions

Name and Category of Road: **PWD Division:**
Section: From Km   **to**   **km**   **State:**

		Cross Drainage Structure Details											Temp. During the Last Year					Road side development				
From Km	To Km	Type of CD	Type of Pipes	No. of Rows	Diameter of the Pipes in (m)	Length of Structure (m)	No. of Spans	Type of Foun-dation	Name of River/ Drain	High Flood Level (m)	Year of Submergence (if any incidence)	Water logging Problems (Yes/No)	Min. Temp	Max. Temp	Ave. Temp	Depth of water Table (m)	Average Rain fall per year (mm)	Builtup	Forest	Agri.	Indus.	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

Secondary Data Format - III

Classified Traffic Volume Data

Name and Category of Road:
Section: From Km to km

PWD Division:
State:

Census Location/ Chainage	Period (Year)	Traffic Volume (AADT)													Total Motorised Vehicles	Toal Non-Motorised Vehicles	Remarks
		Two Wheelers	Three Wheelers	Cars/ Jeeps	Bus	Tractor-Trailor	LCVs	2 axles Truck	3 axles Truck	4 axles Truck	5 axles Truck	Cycles	Cycle Rickshaws	Animal Carts			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	2005																
	2004																
	2003																
	2002																
	2005																
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	2004																
	2003																
	2002																

List of codes to be used for Filling Secondary Data

Types of CDs and Structures

Slab Culvert	SC
Box Culvert	BOC
Pipe Culvert (Concrete Pipe)	CP
Pipe Culvert (Hume Pipe)	HP
Major Bridge	Maj B
Minor Bridge	Min B
Others (please specify)	

Types of Foundation

Wall Foundation	WF
Pile Foundation	PF
Others (please specify)	OF

Pavement Types

Bituminous Surface	BT
Concrete Surface	CC
Unpaved Surface	UP
Others (please specify)	OP

Shoulder Types

Hard Shoulder	HS
Gravel Shoulder	GS
Bricks Shoulder	BS
Earthen Shoulder	ES
Bituminous Shoulder	BTS
Others (please specify)	OS

Surface Types

Bituminous Concrete	BC
Semi Dense Bituminous Concrete	SDBC
Mix Seal Surfacing	MSS
Premix Carpet	PMC
Surface Dressing	SD
Plain Cement Concrete	PCC
Reinforced Cement Concrete	RCC
Continuously Reinforced Concrete Pavement	CRCP
Roller Compacted Concrete Pavement	RCCP
Water Bound Macadam	WBM
Gravel	GL
Others (please specify)	OST

Base Type

Dense Bituminous Concrete	DBM
Bituminous Mecadam	BM
Wet Mix Mecadam	WMM
Cement Treated Base	CTB
Dry Lean Concrete	DLC
Water Bound Macadam	WBM
Brick Soling	BS
Others (please specify)	OSB

Sub Grade Soil Types

Sandy Soil	S
Block Cotton Soil	BS
Gravel Soil	GS
Moorum Soil	M
Clayey Soil	CS
Silty Soil	SS

202.7

NO. RW/NH-33044/23/2004-S&R (R) ***Dated, the 5th June, 2008***

To

The Secretaries (PWD), of State PWDs and UTs dealing with NHs, The Engineers-in-Chief and Chief Engineers of State PWDs and UTs dealing with NHs, The Chairman, National Highways Authority of India (NHAI), Director General (Border Roads),

Subject : Development of GIS based NH information System-secondary data

As you are aware, this Ministry has sanctioned a scheme for development of GIS based National Highways information System (which will cover the NH network in the country, excluding those covered under NHDP Phase-I and II). Under this scheme, Central Road Research Institute (CRRI) will collect some secondary data also. These secondary data include details of the road, bridges and culverts etc. as indicated in enclosure. All these secondary data are being collected by CRRI with the help of concerned field engineers of the executing agencies.

The formats for collection of these secondary data have already been forwarded to the executing agencies vide Ministry's letters of even number data the 23rd June, 2006 and 23rd March, 2007. The formats for collection of secondary data are again being enclosed for ready reference.

It is requested that suitable instructions may please be issued to your Field Officers for extending necessary help and support for the early completion of this project, by making available the necessary secondary data (in hard as well as soft copies) to CRRI as per the formats enclosed, under intimation of this Ministry.

204.3

IMMEDIATE

No. NH-24035/11/2007-P&M ***Dated, the 18th September, 2007***

To

The Secretary, PWDs dealing with National Highways in the States of Gujarat, Rajasthan, Punjab, Jammu & Kashmir, Himachal Pradesh, Uttarakhand, Uttar Pradesh, Bihar, Sikkim, Assam, Arunachal Pradesh, Nagaland, Manipur, Mizoram, Tripura, Meghalaya & West Bengal, Engineer-in-Chief/Chief Engineers dealing with roads in the States of Gujarat, Rajasthan, Punjab, Jammu & Kashmir, Himachal Pradesh, Uttarakhand, Uttar Pradesh, Bihar, Sikkim, Assam, Arunachal Pradesh, Nagaland, Manipur, Mizoram, Tripura, Meghalaya & West Bengal.

Subject : Programme for providing Road Connectivity to Border Towns

A task force was set up for preparation of a proposal for comprehensive development of border areas in January, 2006 under he Chairmanship of Shri B.N. Yugandhar, Member (Planning Commission) with Secretaries of different concerned departments of Central Government and representatives of some of the Governments of Border States.

2. The Report of the Task Force, inter-alia, recommended that emphasis should be given to mega physical infrastructures like highways, link roads, railway network and air links as well as power distribution lines for power and connectivity for telecommunication and information technology. The Border Area Development Programme (BADP) recommended by the Task Force also covers the border blocks of all the States having international land borders. The programme is envisaged for ensuring balanced development of border areas, development of infrastructure and promotion of a sense of security among the border population. The report also suggested by way of illustration as given below the schemes and projects which can be taken up under BADP. Border Roads and road connectivity have been included in this illustration and relevant paras of this report are reproduced below:

> "It is of utmost importance to undertaken construction of border roads to provide connectivity to town and cities. These border roads could also be described as two lane border highways. The border highways may run parallel to the border but not necessarily along the border. This will provide quick accessibility with the hinterland and help in integration of the border population with the rest of the State.
>
> The villages, block and district headquarters are not directly connected with road in a number of states, particularly in the North Eastern Region. The people have to take circuitous route. Therefore, network of connecting roads and link roads needs to be the first priority. The construction of roads will include construction of bridges over the rivers and rivulets. This road connectivity will do away with the isolation of population within the border areas. This will also provide access to the local administration and provide impetus to local trade."

3. As a part of this initiative, Government is considering for provision of such two lane lane 'border highway' parallel to the Indian border and connecting important border towns. In order to finalize the detailed framework of this proposal, assessment is required to be made regarding techno economic feasibility of construction/ improvement of such border highways. At the first instance, the availability of such existing roads which can be converted into such border highways and the requirement of construction of new roads are to be assessed. The information in respect of such existing roads parallel to the international border like category of road, length, width, surface type, condition, programme for development of such roads to two lane SH standards, if any, under any programme, cost of development of such roads to two-lane SH standards, etc. may be submitted. Similarly, the information in respect of missing links, like techno-economic feasibility of construction of missing links, costs of construction to two-lane SH are also required. The existing roads which can be converted into such border highways and proposed new lines are to be plotted in a map of existing road network of the border districts and proposed new lines are to be plotted in a map of existing road network of the border districts and to be submitted alongwith the above mentioned details.

4. The above mentioned details may be furnished as early as possible and latest by 10.10.2007.

206.12

No. RW/NH-34054/1/2006-S&R(B) **Dated, the 2nd April 2007**

To

All the Chief Engineers of States/UTs, PWDs (dealing with National Highways and other Centrally Sponsored Schemes), Director General (Border Roads); New Delhi, The Chairman, National Highways Authority of India

Subject: Emplanelment of Consultants for Highway & Bridge Projects

The Ministry have finalized the panel of consultants in various categories for working in the Highway Sector. The categories under which empanelment has been done now is slightly different than the earlier categories. The new categories under which the consultants are now empanelled are as below:

Category-I Project preparation for all types of highway projects including bridges upto 60 m length and having RCC superstructure.

Category-II Project preparation for all types of bridges/grade separators including approaches but excluding bridges with innovative design such as cable stayed suspension bridge, etc.

Category-III Bridge Inspection & Rehabilitation.

Category-IV Geo-technical investigation for highway and bridge projects & high embankments.

Category-V Traffic & Transportation Studies.

Category-VI Construction supervision of all types of Highway Projects.

Category-VII Construction supervision of all types bridges/grade separators including approaches but excluding bridges with innovative design such as cable stayed, suspension, etc.

2. The fresh list of empanelled consultants for different categories are enclosed at **Annex-I. These lists shall come in force from the date of issue of this letter and valid up to 31.03.2010.**

3. Henceforth, consultancy proposals for NH works and other Centrally Sponsored Schemes (except for the projects funded by multilateral agencies like World Bank/Asian Development Bank, etc.) shall be invited, wherever needed, only from the empanelled consultants as per their eligibility for the type of work involved. **For special type of structures such as curved bridges, cable stayed bridges, suspension bridges, extrados bridges, bow string girder bridges, arch bridges etc. and every large bridge projects with individual spans greater than 50 metres, a separate pre-qualification may be done in consultation with this Ministry.**

4. The empanelment is subject to the satisfactory performance by consultants. The consultant shall be fully responsible for the accuracy of data, analysis and design of the project report submitted by them irrespective of the fact whether the same has been examined and approved by the employer/client or not. Similarly, in case of proof consultant, he will be finally responsible for the accuracy of analysis and design, except initial data, irrespective of the fact whether the same has been examined and approved by the employer or not. If there are adverse reports regarding performance, deterrent action will be taken on the consultant as per the procedure outlined in **Annex-II.** In addition, the consultant will be asked to refund the consultancy fee received from the employer/client. This may be clearly stipulated in the T.O.R. for the consultancy services for the works.

5. The empanelment is subject to condition that there will not be any change in the structure/constitution of the organization of the consultants during the validity of the panels from that indicated in the applications for empanelment of the consultants. This may be verified by the Executive Engineer before the award of work of consultancies.

6. In the event of deficiency of service or mis-representation by a consultant, the concerned Chief Engineers are requested to send the details supported by enclosures and consequences of deficiency of service to the Ministry for necessary action.

7. The contents of this letter may please be brought to the notice of all officers in your Department, dealing with works on National Highways and under other Centrally Sponsored Schemes.

(Enclosure to Ministry of Shipping, Road Transport and Highways, Deptt of Road Transport and Highways letter No. RW/NH-34054/1/2006-S&R(B) dated the 2nd April, 2007)

Annex-I

CATEGORY-I. PROJECT PREPARATION FOR ALL TYPES OF HIGHWAY PROJECTS INCLUDING BRIDGES UPTO 60 M LENGTH AND HAVING RCC SUPERSTRUCTURE

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
1.	Aarvee Associates, Hyderabad	Ravula Residency, 8-2-5, Sri Nagar Colony, Main Road, Hyderabad-500082	Tel: 040-23737633 Fax: 23736277 aarvee_delhi@aarvee.net	T. Viswanathan
2.	Acmetech Consultants Pvt. Ltd. Lucknow	B-52, Nirala Nagar, Lucknow-226020	Tel: 0522-2788020 Telefax: 2787434 sanprain@hotmail.com	Sanjeev Goel
3.	Arch Consultancy Services Pvt. Ltd. New Delhi	202, Balaji Plaza, Sector-8, Rohini, Delhi-110085	Tel: 2794 3660 Fax: 2794 8609 arch@del2.vsnl.net.in	A.K. Jain
4.	Archtech Consultants Pvt. Ltd., Kolkata	11, Shakespear Sarani, Kolkata-700071		T.K. Ghosh
5.	Consulting Engineers Group Ltd. Jaipur	E-12, Moji Colony, Malviya Nagar, Jaipur-302017	Tel: 0141-252 0899 Fax: 252 1348 ceg@cegindia.com	D.M. Singhvi
6.	Chitanya Projects Consultancy Pvt. Ltd. Ghaziabad, (U.P.)	C-5, 2nd Floor, RK Tower, Plot No. 21-22, Sector-4, Vaishali, Ghaziabad-201012	Tel: 0120-322 3419 Fax: 411-0472 Shalpur@yahoo.com	S.K. Sinha
7.	Constell Consultants Pvt. Ltd., Kolkata	CF-38, Sector-1, Salt Lake City, Kolkata-700064	Tel: 033-2358 3192 Fax: 2337 8251 constell@vsnl.com	B.N. Basak
8.	Construma Consultancy Pvt. Ltd. Mumbai	N-25(GF), Kalkaji, New Delhi-110019	Tel: 011-26025659 011-26025859 Telefax: 011-26025659 ccpl@bol.net.in	B.N. Gupta, GM

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
9.	Consulting Engineering Services (I) Pvt. Ltd. New Delhi	57, Nehru Place, 5th Floor, New Delhi-110019	Tel: 4139 2300 Fax: 2646 0409 cesinter@vsnl.com	S.K. Hazra Choudhury
10.	COS Consultancy Services, Mudurai, Tamil Nadu	6/13, Kamraj Nagar, 4th Street, 1st Floor, Tallakulam, Mudurai-625002 (T.N.)	Telefax: 0452-2538233 cosmayil@rediffmail.com	T. Mayilvahanan
11.	Craphts Consultants (I) Pvt. Ltd., Faridabad	14/3, Mathura Road, Havell's Crossing, Faridabad-121003	Tel: 0129-2278813 Fax: 2256392 info@craphts.com	P. Alam
12.	Distinct Planning & Design Consultant (P) Ltd. New Delhi	E-860, 2nd Floor, C.R. Park, New Delhi-19	Telefax: 4053 2049	R.B. Singh
13.	Dynamic Projects, Kolkata	196A-G, Arvinda Sarani, Kolkata-700004	Tel: 09133-2533 3706 Fax: 24551077 dynamicprojects@vsnl.net	Manish Biswas
14.	EMA Unihorn (India) Pvt. Ltd. Gurgaon	Vatika Atrium, B-Block, 1st Floor, DLF Golf Course Road, Sector-53, Gurgaon-122002	Tel: 0124-4093 600 Fax: 4093660 Info@emauniborn.com	Amarjet Singh
15.	Feedback Ventures (P) Ltd., New Delhi	Feedback House, 7, LSC, Panchsheel Park, New Delhi-110017	Tel: 22649 5766 Fax: 2649 4178 ftedelhi@feedbackventures.com	Pankaj Vatsa
16.	Frischmann Prabhu (I) Pvt. Ltd., Mumbai	C-2605, Shushant Lok-I, Gurgaon-122002	Tel: 0124-427 2729 Fax: 4272 191 pfmumbai@fpindia.com	Nihil Salunkhay
17.	Holtec Consuling Pvt. Ltd., Gurgaon	A Block, Sushant Lok, Gurgaon-122001	Tel: 0124-2385 095 Fax: 2385 114 info@holtecnet.com	Sheel Chandra
18.	ICEAP, New Delhi	East End Apartment, Flat No. 902, Block No. 17, Mayur Vihar Phase-I, (Extn.) New Delhi-110096	Tel: 011-22716058 Telefax: 2271 7169	B. Bihari
19.	Infrastructure Development Consultants, Bhopal	E-7/40, SBI Colony, Arera Colony, Bhopal-4620016	Tel: 0755-4278716 Fax: 4278 518 idc@idc-india.com	A.K. Khare
20.	Inter Continental Consultants and Technocrats Pvt. Ltd. New Delhi	A-8, Green Park, New Delhi-110016	Tel.: 26964757 Fax: 26565563 info@ictonline.com	R.K. Sawhney, Dy. GM

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
21.	Kitco Ltd. JV with Project Engg & Management Services, Thiruvananthapuram	A-7, TC-9/24 (4), Tennis Club Enclave, Kowdiar PO, Thiruvanthapuram-695 003	Tel: 033-471 2720 870 Fax: 471 2720 873	M. Padma Kumar
22.	L&T-RAMBOLL Consulting Engineers Ltd. Chennai	339/340, Anna Salai, Nandanam, Chennai-600035	Tel: 044-24331181 Fax: 24331183 ltramboll@vsnl.com	T. Srinivasan
23.	L.R. Kadiyali & Associates, New Delhi	X-15, 1st Floor, Hauz Khash, New Delhi-110016	Tel: 2656 8809 Fax: 4265 7470 lrkadiyali@gmail.com	Dr. L.R. Kadiyali
24.	MC Consulting Engineer (P) Ltd., Hyderabad	MC Design House, 27, Rohini Layout, Hi-tech city, Madhapur, Hyderabad-500081	Tel: 040-2311 4085/6 Fax: 2311 2486 mcindiahyd@yhaoo.com	D. Nageshwara Rao
25.	Mehta & Associates, Bhopal	102, 1st floor, Navneet Plaza, 5/2, Old Palasia, Indore (M.P.)	Tel: 0731-2561124 Fax: 4065064 architecthjmehta@netscape.net	Hintendra Mehta
26.	Meltech Infrastructure Engineer Ltd., Hyderabad	6-3-866/2, 4th floor, Greenlands, Begumpet, Hyderabad-500016	Tel: 040-234 17631 Fax: 234 17632 unfo@meltechinfra.com	PVN Reddy
27.	Mott Mac Donald P. Ltd. Noida	A-20, Sector-2, Noida-201301	Tel: 0120-2543 582 Fax: 2543562	Manoj Kumar
28.	MSV International Inc., Gurgaon	6302, Phase-IV, DLF Gurgaon-110 002	Tel: 0124-400 2603 Fax: 400 2605 info@msvgroup.com	Suresh Malik
29.	Mukesh & Associates, Salem	5/3, Ragavan Street, Swarnpuri Salem-636004 (T.N.)	Tel: 0427-2330395 0427-2330568 Fax: 2330209 mukeshassociates@vsnl.com	Sh. D. Manoj Kumar
30.	N.K. Buildcon Pvt. Ltd. Jaipur	E-384, Near-New Vidhan Sabha Bhawan, Lal Kothi Scheme, Jaipur	Tel: 0141-2742477 Fax: 2742388	N.K. Aggrawal
31.	Park Projets Consultancy (P) Ltd. New Delhi	1B-14A, Ashok Vihar Phase-I Delhi-52	Tel: 2741 4655 Fax: 4228 0341 info@ppcinternational.com	A.K. Gupta
32.	Planning & Infrastructure Development Consultant, Patna	4, Mitra Vihar, West Boring Canal Road, Patna-800001	Tel: 0612-6524223 Fax: 2572738 pidcpatna@rediffmail.com	Prakash Kumar

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
33.	R.C. Chugh Highway Consultants Pvt. Ltd., Indore, (M.P.)	396, Amitesh Nagar, Indore-452014	Tel: 0731-233 0851 Fax: 4048 305 arunchugh@gmail.com	R.C. Chugh
34.	Redecon (India) Pvt. Ltd., New Delhi	H-54A, G. Floor, Kalkaji, New Delhi-19	Tel: 4160 5600 Fax: 2623 9888 Redecon1@rediffmail.com	Dr. Vandana
35.	RITES Limited Gurgaon	No. 1 Sector-29, Gurgaon-122001	Tel: 0124-2571666 Fax: 2571660 info@rites.com	B. Chattopadhyaya
36.	S.M. Consultants, Bhubneshwar	Plot No. 3489/6705, Near Kalinga House, Palasuni, PO-Rasulgarh, Bhubneshwar Orissa-751010	Tel: 0674-2370625 0674-2370757 Telefax: 2370757 support@smcindia.com	Soumendra Kumar Mohanty
37.	SA Infrastructure Consultants Pvt. Ltd. New Delhi	M-22/A, Lajpat Nagar-II, New Dlehi-24	Telefax: 4172 4429 info@sainfra.com	Nitesh Ranjan
38.	SAI Consulting Engineers Pvt. Ltd., Ahmedabad	4, Kuldeep Society, Nr. Ishwar Bhawan, Navrangpura, Ahmedabad-380 009	Tel: 079-2646 3147 Fax: 26465909 mail@saiindia.com	Ashish N. Dayal
39.	Scapes Associates, Bhopal	Scapes Associates, HIG-17, Old Subhash Nagar, Bhopal-462 023	Tel: 0755-428 4867 Fax: 271 0623 scapes_bhopal@yahoo.com	Ashutosh Malviya
40.	Sheladia Associate INC USA	N-2/30, IRC Village, Nayapalli, Bhubneshwar-751015	Tel: 2557946/4436 www.sheldia.com	Sanjay Kr. Sharma
41.	Shree Bhawani Consultancy Services Pvt. Ltd. Bhopal	S-2, Plot No. 38, Suruchi Nagar, Bhopal		R.N. Pandey
42.	SMEC (India) Pvt. Ltd. Gurgaon	Fist India Place, A Block, 2nd Floor, Vatika Building, Mehrauli-Gurgaon Road, Gurgaon-122002	Tel: 0124-455 2800 Fax: 4376 018 smec@vsnl.com	Ajay Dhar
43.	SOWIL Roads Consulting Engineer, Noida, U.P.	D-41, Sector-59, Noida-201307	Tel: 0120-4324501 Fax: 4324 510 sowilroads@sowillimited.com	R.K. Chauhan
44.	Span Consultants Pvt. Ltd., New Delhi	Span House, 92-C, Gurudwara Road, Madangir, New Delhi-62	Tel: 299 55656	R.K. Jain

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
45.	Technital SpA Italy, New Delhi	Defence Colony Block C-380 New Delhi-110024	Tel: 011-46568300	Francesso Pansera
46.	Technogem Consultants Pvt. Ltd., Mumbai	101-A/B, Devmilan Building, Opp. Raheja Garden LBS Marg, Thane (West) 400604	Tel: 022-6799 7145 Fax: 2581 4349 technogem@rediffmail.com	S.S. Patil, Director
47.	The Louis Berger Gorup Inc. USA Gurgaon (India)	Plot No. 41, Sector-18, 18, Maruti Industrial Area, Gurgaon-122015	Telefax: 0124-4044750 lbginda@vsnl.net	Satyakam Mohanty
48.	Theme Engineering Services Pvt. Ltd. Jaipur	203, Dadu Marg, Barket Nagar, Tonk Phataic, Jaipur-15	Tel: 0141-259 2201 Telefax: 2594395 theme@dataone.in	Tarun Rawat
49.	TPA Engg. Consultancy (I) Pvt. Ltd., in JV with Design Aid, New Delhi	112, Kailash Hills, New Delhi-110065	Tel: 011-41623940 Telefax: 41624519 tpal@rediffmail.com	Rajeev Roy
50.	Transtek Engineer & Services Pvt. Ltd. Patna	Shivpuri (Nr. Ganga Market), PO-Shastri Nagar, Patna-800 023	Telfax: 0612-2291 494 tespl@rediffmail.com	SK Verma
51.	Vax Consultants Pvt. Ltd. Chennai	26/11 Nagarjun Nagar, 2nd Street, Dangarajapuram, Kodambakam (Near five light corner Chennai-600024	Tel: 044-23720120 044-23720260 vaxcon@rediffmail.com vaxcon@vsnl.com	V.V. Viswanadh, Director
52.	VKS Infratech Management Pvt. Ltd. New Delhi	181, Pratap Nagar, Lane No. 18, Opp. Pkt. IV., Mayur Vihar, Phase-I, Delhi-110091	Tel: 2279 3217 Fax: 2279 2320 info@vksinfra.com	V.K. Srivastava
53.	Wilbur Smith Associates Pvt. Ltd., Bangalore	75, 2nd floor, 14th cross, 1st block, RT Nagar, Bangalore-560032	Tel: 235 34 095/6	B Abdul Nazer
54.	Zomah Engineers & Consultants Pvt. Ltd. New Delhi	229, Lower Ground Floor, Sukhdev Vihar Delhi-25	Tel: 2684 1601 Telefax: 2684 1602 info@zomaengineers.com	MH Gentle

CATEGORY-II. PROJECT PREPARATION FOR ALL TYPES OF BRIDGES/GRADE SEPARATORS INCLUDING APPROACHES BUT EXCLUDING BRIDGES WITH INNOVATIVE DESIGN SUCH AS CABLE STAYED SUSPENSION BRIDGE, ETC.

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
1.	Aarvee Associates, Hyderabad	Ravula Residency, 8-2-5, Sri Nagar Colony, Main Road, Hyderabad-500082	Tel: 040-23737633 Fax: 23736277 aarvee_delhi@aarvee.net	T. Viswanathan
2.	Acmetech Consultants Pvt. Ltd. Lucknow	B-52, Nirala Nagar, Lucknow-226020	Tel: 0522-2788020 Telefax: 2787434 sanprain@hotmail.com	Sanjeev Goel
3.	Arch Consultancy Services Pvt. Ltd. New Delhi	202, Balaji Plaza, Sector-8, Rohini, Delhi-110085	Tel: 2794 3660 Fax: 27948609 arch@del.vsnl.net.in	A.K. Jain
4.	Archtech Consultants Pvt. Ltd., Kolkata	11, Shakespear Sarani, Kolkata-700071		T.K. Ghosh
5.	Bridge Structural Engineering Consultants Noida, U.P.	315-316, Vishal Chamber, P-1, Sector-18, Noida	Tel: 0120-2514168 Fax: 4310433 bsecmail@yahoo.com	Alok Bhowmick
6.	C.V. Kand Consultants, Bhopal	E-2/136, Mahavir Nagar, Bhopal-462016	Tel: 0755-2464102 Fax: 0755-2465185 cvkand@yahoo.co.in	C.V. Kand
7.	Consulting Engineer Group Ltd., Jaipur	P-12, Moji Colony, Malviya Nagar, Jaipur-302017	Tel: 0141-2520899 Fax: 0141-252 1348 ceg@ceginia.com	D.M. Singhvi
8.	Chaitanya Projects Consultancy Pvt. Ltd. Ghaziabad, (U.P.)	C-5, 2nd Floor, R.K. Tower, Plot No. 21-22, Sector-4, Vaishali Ghaziabad-201012 (U.P.)	Tel: 0120-322 3419 Fax: 411 0472 shalpur@yahoo.com	S.K. Sinha
9.	Constell Consultants Pvt. Ltd. Kolkata	CF-38, Sector-1, Salt Lake City, Kolkata-700064	Tel: 033-2358 3192 Fax: 2337 8251 constell@vsnl.com	B.N. Basak
10.	Construma Consutlancy Pvt. Ltd. Mumbai	N-25 (GF), Kalkaji, New Delhi-110019	Tel: 011-26025659 011- 26025859 Telfax: 011-26025659 ccp@bol.net.in	B.N. Gupta, GM.
11.	Consulting Engineering Services Pvt. Ltd., New Delhi	57, Nehru Place, 5th Floor, New Delhi-110019	Tel: 4139 2300 Fax: 2646 0409 cesinter@vsnl.com	S.K. Hazara Choudhury
12	COS Consultancy Services, Madurai Tamil Nadu	6/13, Kamaraj Nagar, 4th Street, 1st Floor, Tallakulam, Madurai-625002 (T.N.)	Telefax: 0452-2538233 cosmayil@rediffmail.com	T. Mayilvahanan

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
13.	Craphts Consultants (I) Pvt. Ltd. Faridabad	14/3, Mathura Road, Havelli's Crossing, Faridabad-121003	Tel: 0129-2278813 Fax: 2256392 info@craphts.com	P. Alam
14.	Distinct Planning and Design Consult (P) Ltd., New Delhi	E-860, 2nd Floor, C.R. Park, New Delhi-19	Telefax: 4053 2049	R.B. Singh
15.	Dynamic Projects, Kolkata	196A-G, Arvinda Sarani, Kolkata-700004	Tel: 09133-2533 3706 Fax: 24551077 dynamicprojects@vsnl.net	Manish Biswas
16.	EMA Unihorn India Pvt. Ltd. Gurgaon	Vatika Atrium, B-Block, 1st Floor, DLF Golf Course Road, Sector-53, Gurgaon-122002	Tel: 0124-4093 600 Fax: 4093660 info@emaunihorn.com	Amarjeet Singh
17.	Feedback Ventures (P) Ltd., New Delhi	Feedback House 7, LSC, Panchseel Park, New Delhi-110017	Tel: 22649 5766 Fax: 2649 4178 fte-delhi@feedbackventures.com	Pankaj Vatsa
18.	Frischmann Prabbu India Pvt. Ltd. Mumbai	C-2605, Shushant Lok-I, Gurgaon-122 002	Tel: 0124-427 2729 Fax: 4272 191 pfmumbai@fpindia.com	Nihil Salunkhay
19.	Gilcon Project Services Ltd., Navi Mumbai	204/205, 2nd Floor, Thacker Tower, Plot No. 86, Sector-17, Vashi, Navi Mumbai-400705	Tel: 022-27661560 Telefax: 2766 1590 gilcon@youtele.com	A.K. Chattarjee, MD
20.	Holtec Consulting Pvt. Ltd. Gurgaon	A Block, Sushant Lok, Gurgaon-122001	Tel: 0124-2385095 Fax: 2385 114 info@holtecnet.com	Sheel Chandra
21.	Inter Continental Consultants and Technocrats Pvt. Ltd.	A-8, Green Park, New Delhi-110016	Tel: 011-26964747 Fax: 011-26565563 info@ictonline.com	R.K. Sawhney, Dy. G.M.
22.	Kitco Ltd in JV with Project Engg. & Management Services Thiruvananthapuram	A-7, TC-9/241(4), Tennis Club Enclave, Kowdiar PO, Thiruvanthapuram-695003	Tel.: 033-471 2720 870 Fax: 471 2720 873	M. Padma Kumar
23.	L&T-RAMBOLL Consulting Engineers Ltd. Chennai	339/340, Anna Salai, Nandanam, Chennai-60035	Tel: 044-24331181 Fax: 24331183 ltramboll@vsnl.com	T. Srinivasan
24.	MC Consulting Engineers (P) Ltd., Hyderabad	MC Design House, 27, Rohini Layout, Hi-tech city, Madhapur, Hyderabad-500081	Tel: 040-23114085/6 Fax: 2311 2486 mcindiahyd@yahoo.com	D. Nageshwara Rao

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
25.	Meltech Infrastructure Engineer Ltd., Hyderabad	6-3-866/2, 4th Floor, Greenlands, Begumpet, Hyderabad-500016	Tel: 040-234 17631 Fax: 234 17632 info@meltechinfa.com	P.V.N. Reddy
26.	Mott Mac Donald Pvt. Ltd. Noida (U.P.)	A-20, Sector-2, Noida-201301	Tel: 0120-25 43 582 Fax: 2543562	Manoj Kumar
27.	MSV International Inc., Gurgaon	6302, Phase-IV, DLF Gurgaon-110002	Tel: 0124 400 2603 Fax: 400 2605 info@msvgroup.com	Suresh Malik
28.	Mukesh & Associates, Salem	5/3, Ragavan Street, Swarnpuri Salem-636004 (TN)	Tel: 0427-2330395 2330568 Fax: 2330209 mukeshassociates@vsnl.com	D. Manoj Kumar
29.	M/s Nagesh Consultants Bangalore	2, Balaji House Building, Co-Op. Society, Bldg. G. Floor, 6th Cross, Ashok Nagar, BSK, 1st Stage, Bangalore-560 050	Tel: 080-2661 7866 Fax: 2661 7865 nageshconsultants@yahoo.com	B.V. Nagesh
30.	Nutech Infrastructure (P) Ltd., New Delhi	581/4, 2nd Floor, Chirag Delhi, New Delhi-17	Telefax: 2925 1044 m_pgoyal@yahoo.com	MP Goel
31.	Park Projects Consultancy (P) Ltd. New Delhi	1B-14A, Ashok Vihar Vihar Phase-I Delhi-52	Tel: 2741 4655 Fax: 4228 0341 info@ppcinternational.com	A.K. Gupta
32.	Planning & Infrastructure Development Consultant Patna	4, Mitra Vihar, West Boring Canal Road, Patna-800001	Tel: 0612-6524223 Fax: 2572738 pidepatna@rediffmail.com	Prakash Kumar
33.	RITES Limited, Gurgaon	No. 1, Sector-29, Gurgaon-122001	Tel: 0124-2571666 Fax: 2571660 info@rites.com	B. Chattopadhyaya
34.	S.M. Consultants, Bhubaneshwar	Plot No. 3489/6705, Near-Kalinga House, Palasuni, PO-Rasulgarh, Bhubaneshwar-751010 (Orissa)	Tel: 0674-2370625 0674-2370757 Telefax: 2370757 support@smcindia.com	Soumendra Kumar Mohenty
35.	S.N. Bhobe & Associates Pvt. Ltd., Mumbai	62, Mahavir Centre, Sector-17, DBC-Vashi, Navi Mumbai-400 705	Tel: 022-2789 3507 Fax: 2789 1185 entedamo@vsnl.com	D.N. Bhobe
36.	SA Infrastructure Consultants Pvt. Ltd. New Delhi	M-22/A, Lajpat Nagar-II New Delhi-24	Telefax: 4172 4426 info@sainfra.com	Nitesh Ranjan

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
37.	SAI Consulting Engineers Pvt. Ltd., Ahmedabad	4, Kuldeep Society, Nr. Ishwar Bhawan, Navrangpura, Ahmedabad-380 009	Tel: 079-2646 3147 Fax: 2646 5909 mail@saiindia.com	Ashish N. Dayal
38.	Scapes Associates, Bhopal	Scapes Associates, HIG-17, Old Subhash Nagar, Bhopal-462 023	Tel: 0755-428 4867 Fax: 271 0623 scapes_bhopal@yahoo.co.in	Ashutosh Malviya
39.	Sheshadri Engineers Pvt. Ltd., Patna	2B, Khushivilla, Sindhi Colony, East Boring Canal Road, Patna-800001	Tel: 0612-2526052 sheshadriengineers@yahoo.co.in	Anit Singh
40.	Shree Bhawani Consultancy Services Pvt. Ltd. Bhopal	S-2, Plot No. 38, Suruchi Nagar, Bhopal		R.N. Pandey
41.	SMEC (India) Pvt. Ltd. Gurgaon	Firt India Place, A Block, 2nd Floor, Vatika Building, Mehrauli-Guragon Road, Gurgaon-122002	Tel: 0124-455 2800 Fax: 4376 018 smec@vsnl.com	Ajay Dhar
42.	SOWIL Roads Consulting Engineer, Noida (U.P.)	D-41, Sector-59, Noida-201307	Tel: 0120-4324501 Fax: 4324 510 sowilroads@sowillimited.com	P.K. Chauhan
43.	Span Consultants Pvt. Ltd. New Delhi	Span House, 92-C, Gurudwaar Road, Madangir, New Delhi-62	Tel: 299 55645	R.K. Jain
44.	Tandon Consultants Pvt. Ltd., New Delhi	17, Link Road, Jangpura Extn. Ne23/104, North Avenue, New Delhi-14	Tel: 2431 76 84 Fax: 2431 6057 tendon@tepl.com	Mahesh Tandon
45.	Technital SpA Italy, New Delhi	Defence Colony Block C-380 New Delhi-110024	Tel: 46568300	Francesco Pansera
46.	Technogem Consultants. Pvt. Ltd., Mumbai	101-A/B, Devmilan Building, Opp. Raheja Garden LBS Marg, Thane (West) Mumbai-400604	Tel: 022-6799 7145 Fax: 2581 4349 technogem@rediffmail.com	S.S. Patil, Director
47.	The Louis Berger Group Gurgaon (India)	Plot No. 41, Sector-18 Maruti Industrial Area, Gurgaon-122015	Telefax: 0124-4044750 lbgindia@vsnl.net	Satyakam Mohanty

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
48.	THEME Engineering Services Pvt. Ltd. Jaipur	203, Dadu Marg, Barket Nagar, Tonk Phatak, Jaipur-15	Tel: 0141-259 2201 Telefax: 259395 theme@dataone.in	Tarun Rawat
49.	Transtek Engineers & Services Pvt. Ltd. Patna	Shivpuri (Nr. Ganga Market), PO-Shastri Nagar, Patna-800 023	Telefax: 0612-229494 tespl@rediffmail.com	S.K. Verma
50.	Vax Consultants Pvt. Ltd. Chennai	26/11, Nagarjun Nagar, 2nd Street, Dangarajapuram, Kodambakam (Near Five Light Corner), Chennai-600024	Tel: 044-23720120, 23720260 vaxcon@rediffmail.com vaxcon@vsnl.com	V.V. Viswanadh, Director
51.	VKS Infratech Management Pvt. Ltd.	181, Pratap Nagar, Lane No. 18, Opp. Pkt. IV, Mayur Vihar Phase-I, Delhi-110091	Tel: 2279 3217 Fax: 2279 2320 info@vksinfra.com	V.K. Srivastava
52.	Wilbur Smith Associates Pvt. Ltd., Bangalore	75, 2nd floor, 14th cross, 1st block, RT Nagar, Bangalore-560032	Tel.: 235 34 095/6	B. Abdul Nazer
53.	Zomah Engineers & Consultants Pvt. Ltd., New Delhi	229, Lower Ground Floor, Sukhdev Vihar, Delhi-25	Tel: 2684 1601 Telefax: 2684 1602 info@zomaengineers.com	M.H. Gentle

CATEGORY-III. BRIDGE INSPECTION & REHABILITATION

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
1.	Aarvee Associates, Hyderabad	Ravula Residency, 8-2-5, Sri Nagar Colony, Main Road, Hyderabad-500082	Tel: 040-23737633 Fax: 23736277 aarvee_delhi@aarvee.net	T. Viswanathan
2.	C.V. Kand Consultants, Bhopal	E-12/136, Mahavir Nagar, Bhopal-462016	Tel: 0755-2464102 Fax: 2465185 cvkand@yahoo.co.in	C.V. Kand
3.	Consulting Engineer Group Ltd., Jaipur	P12, Moji Colony, Malviya Nagar, Jaipur-302017	Tel: 0141-2520899 Fax: 252 1348 ceg@cegindia.com	D.M. Singhvi
4.	Concrete Structural Forensic Consultants, Bangalore	46, 2nd Floor, 4th Cross, Sampige Road, Malleswaram, Bangalore-560003	Tel: 080-2334 3287 Telefax: 2331 1664 csfc@hotmail.com	R.K. Jaigopal

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
5.	Construma Consultancy Pvt. Ltd., Mumbai	N-25 (GF), Kalkaji, New Delhi-110019	Tel: 011-26025659 011-26025859 Telefax: 011-26025659 ccpl@bol.net.in	B.N. Gupta, GM
6.	Consulting Engineering Services Pvt. Ltd., New Delhi	57, Nehru Place, 5th Floor, New Delhi-110019	Tel: 4139 2300 Fax: 2646 0409 cesinter@vsnl.com	S.K. Hazra Choudhury
7.	Distinct Planning & Design Consultant (P) Ltd., New Delhi	E-860, 2nd Floor, C.R. Park, New Dlehi-19	Telefax: 4053 2049	R.B. Singh
8.	Hercules Structural Systems Pvt. Ltd., New Delhi	IInd Floor Plot No. 2 DSIDC Complex, Patpargang Industrial Area, New Delhi-92	Tel: 65256639 Fax: 22157084 E-mail: herculesindia@ yahoo.ci.in	Hari Kumar Nair
9.	Holtec Consulting Pvt. Ltd., Gurgaon	A Block, Sushant Lok, Gurgaon-122001	Tel: 0124-2385 095 Fax: 2385 114 info@holtecnet.com	Sheel Chandra
10.	Inter Continental Consultants and Technocrats Pvt. Ltd. New Delhi	A-8, Green Park, New Delhi-110016	Tel: 011-26964757 Fax: 011-26565563 info@ictonline.com	R.K. Sawhney, DM
11.	Kitco Ltd. in JV with Project Engg. & Management Services Thiruvananthapuram	A-7, TC-9/241 (4), Tennis Club Enclave, Kowdiar PO, Thiruvananthapuram-695 003	Tel: 033-471 2720 870 Fax: 471 2720 873	M. Padma Kumar
12.	MC Consulting Engineers (P) Ltd., Hyderabad	MC Design House, 27, Rohini Layout, Hi-tech city, Madhapur, Hyderabad-500081	Tel: 040-2311 4085/6 Fax: 2311 2486 mcindiahyd@yahoo.com	D. Nageshwara Rao
13.	MSV International Inc., Gurgaon	6302, Phase-IV, DLF Gurgaon,-110002	Tel: 0124-400 2603 Fax: 400 2605 info@msvgroup.com	Suresh Malik
14.	Planning & Infrastructure Development Consultant Patna	4, Mitra Vihar, West Boring Canal Road, Patna-800001	Tel: 0612-6524223 Fax: 2572738 pidcpatna@rediffmail.com	Prakash Kumar
15.	S.M. Consultants, Bhubaneshwar	Plot No. 3489/6705, Near Kalinga House, Palasuni, PO-Rasulgarh, Bhubaneshwar-751010 Orissa	Tel: 0674-2370625 0674-2370757 Telefax: 2370757 support@smcindia.com	Soumendra Kumar Mohanty

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
16.	S.A. Infrastructure in J.V. with Elegant Consulting Engineers, New Delhi	M-22A, Lajpat Nagar-II, New Delhi-110024	Telefax: 4172 4426 E-mail: info@sainfra.com	Nitesh Ranjan
17.	S.N. Bhobe & Associates Pvt. Ltd. Mumbai	62, Mahavir Centre, Sector-17, DBC-Vashi, Navi, Mumbai-400 705	Tel: 022-2789 3507 Fax: 2789 1185 entedamo@vsnl.com	D.N. Bhobe
18.	Shree Bhawani Consultancy Services Pvt. Ltd., Bhopal	S-2, Plot No. 38, Suruchi Nagar, Bhopal		R.N. Pandey
19.	SOWIL Roads Consulting Engineer, Noida, (U.P.)	D-41, Sector-59, Noida-201307	Tel: 0120-4324501 Fax: 4324 510 sowilroads@sowillimited.com	P.K. Chauhan
20.	Span Consultants Pvt. Ltd., New Delhi	Span House, 92-C, Gurudwara Road, Madangir, New Delhi-110062	Tel: 299 55645	R.K. Jain
21.	The Louis Berger Group Inc. USA Gurgaon	Plot No. 41, Sector-18, Maruti Industrial Area, Gurgaon-122015	Telefax: 0124-4044750 lbgindia@vsnl.net	Satyakam Mohanty
22.	Transtek Engineer & Services Pvt. Ltd.	Shivpuri (Nr. Ganga Market), PO-Shastri Nagar, Patna-800 023	Telefax: 0612-2291 494 tespl@rediffimail.com	S.K. Verma
23.	ULTRA Technologies New Delhi	C-16A, Kalkaji, New Dlehi-110019	Tel: 011-2643279 Fax: 26227122 info@utra-technologies.com	Saif Mobin
24.	VKS Infratech Management Pvt. Ltd. New Delhi	181, Pratap Nagar, Lane No. 18, Opp. Pkt. IV., Mayur Vihar, Phase-I, Delhi-110091	Tel: 2279 3217 Fax: 2279 2320 info@vksinfra.com	V.K. Srivastava
25.	Wilbur Smith Associate Pvt. Ltd. Bangalore	75, 2nd floor, 14th cross, 1st Block, RT Nagar, Bangalore-560032	Tel: 235 34 095/6	B. Abdul Nazer

CATEGORY-IV. GEO-TECHNICAL INVESTIGATION FOR HIGHWAY AND BRIDGE PROJECTS, HIGH EMBANKMENTS

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
1.	Aptech Foundations, Bangalore	1380, Sri Venkatadri, 1st Floor, Off. 6th Cross, Ashok Nagar, Banashankari, 1 Stage, Bangalore-560050	Tel: 080-26672868 Telefax: 080-26672819 optfon@vsnl.net	Dr. K.H. Venktesh
2.	C.E. Testing Co. Pvt. Ltd. Kolkata	20-D, Dover Place, Kolkata-700019	Tel: 033-2461 9810/9661 Fax: 2461 9469 cetest@vsnl.com	Dr. M. Nayak
3.	Consulting Engineers Group Ltd., Jaipur	E-12, Moji Colony, Malviya Nagar, Jaipur-302017	Tel: 0141-252 0899 Fax: 252 1348	D.M. Singhvi
4.	CEG Test House and Research Centre Pvt. Ltd.	P-12, Moji Colony, Malviya Nagar, Jaipur-302017	Tel: 0141-2520899 Fax: 252 1348 ceg@ceginia.com	D.M. Singhvi
5.	Cengers Geotechnica Pvt. Ltd., New Delhi	B-3/87, Safdarganj Enclave, New Delhi-110029	Tel: 2610 3774 Fax: 261 93985 cengers@vsnl.com	Ravi Sundaram
6.	City Engineering & Testing Laboratory Kolkata	9, Chittaranjan Avnue, Opp. Hindustan Building, 2nd & 5th Floor, Kolkata-700072	Tel: 2221 7983 Telefax: 221 7984 citydevcon@yahoo.co.in	Ahsanul Haque
7.	Constell Consultants Pvt. Ltd., Kolkata	CF-38, Sector-1, Salt Lake City, Kolkata-700064	Tel: 033-2358 3192 Fax: 2337 8251 constell@vsnl.com	B.N. Basak
8.	Consulting Engineering Service Pvt. Ltd., New Delhi	57, Nehru Place, 5th Floor, New Delhi-110019	Tel: 4139 2300 Fax: 2646 0409 cesinter@vsnl.com	SK Hazra Choudhury
9.	COS Consultancy Services, Madurai,	6/13, Kamraj Nagar, 4th Street, 1st Floor, Tallakulam, Madurai-625002 (T.N.)	Telerfax: 0452-2538 233 cosmayil@rediffmail.com	T. Mayilvahanan
10.	Explore Engineering Consultants Pvt. Ltd. New Delhi	R-309, Dua Complex, 24, Veer Savarkar Block, Vikas Marg, Delhi-110092	Tel: 220 536 22 Fax: 0120-2583033 (Noida office) exploreconsultants@yahoo.com	Awdesh Prasad Singh
11.	GEMAT Soil & Material Testing Engineers, Pvt. Ltd., New Delhi	1-A/35, Punjabi Bagh, General Store Chowk, Mandir Market, New Delhi-110026	Tel: 011-25220 429 Telefax: 25223397 M-9910421388	Ashish Rawat, MD

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
12.	GEO Foundation and Structures Pvt. Ltd., Kochi, Kerala	6th Floor, Alpha Plaza, K.P. Vallon Road, Kadavanthara, Kochi-682020, Kerala	Tel: 044-244 30399 Telefax: 521 15874 gfspl@md3.vsnl.net.in	Praphulla Kumar
13.	GEO Technical Services Secundrabad	F-2, Lakshami Leela Residency D.No. 12-5-55/3/1 Vijayapuri Tarnaka, Secunderabad-500 017	Telefax: 270 19879 imsreddy@yahoo.com	IMS Reddy
14.	Ground Engg. Ltd. New Delhi	M-4, Ashirward Complex, D-1, Green Park, New Delhi-110016	Tel: 2696 0516 Fax: 2685 2675 ground@ground.in	Manish Jain
15.	Indian Geo-technical Services, New Delhi	L-567-B, Basement, Malviya Nagar, New Delhi-110017	Telefax: 26677711 igsdelhi@hotmail.com	Ajay Kr. Garg
16.	Magma Infrastructure Pvt. Ltd. New Delhi	F-301, Aditya Complex, Plot No. 11, LSC, Savita Vihar New Delhi-110092	Telefax: 2214 7759 M-9868 127370	JS Dahiyah
17.	MC Consulting Engineers (P) Ltd., Hyderabad	MC Design House, 27, Rohini Layout, Hi-tech City, Madhapur, Hyderabad-500081	Tel: 040-2311 4085/6 Fax: 2311 2486 mcindiahyd@yahoo.com	D. Nageshwara Rao
18.	NKPC, Rajkot, Gujarat	Boring House, Prahlad Road, Rajkot-360001	Tel: 2226511 Fax: 0281 2234 205 nkpc1@rediffmail.com	Ashok N. Patel
19.	Noble Geo-Structs, Mumbai	103, Ganesh Bhuwan, MP Road, Kulund (E) Mumbai-81	Telefax: 022/9122-25649700 noblegeostructs@yahoo.com	Dr. U.V. Kulkarni
20.	Oriental Consulting Engineers, Navi Mumbai	64, Gautam Complex, Plot No. 17, Sector-11, CBD Belarpur, Navi Mumbai-400614	Tel: 022-2756 2008 Telefax: 27574790 Ocelarediffmail.com	Dr. E.S. Bhangale
21.	Park Projects Consultancy Pvt. Ltd.	1B-14A, Ashok Vihar, Phase-I, Delhi-52	Tel: 2741 4655 Fax: 4228 0341 info@ppcinternational.com	A.K. Gupta
22.	RITES Limited Gurgaon	No. 1 Sector-29, Gurgaon-122001	Tel: 0124-2571666 Fax: 2571660 info@rites.com	B. Chattopadhyaya

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
23.	S.M. Consultants, Bhubaneshwar	Plot No. 3489/6705, Near-Kalinga House, Palasuni, PO-Rasulgarh, Bhubaneshwar-751010 (Orissa)	Tel: 0674-2370625 0674-2370757 Telefax: 2370757 support@smcindia.com	Soumendra Kumar Mohanty
24.	S.N. Bhobe & Associates Pvt. Ltd. Mumbai	62, Mahavir Centre, Sector-17, DBC-Vashi, Navi Mumbai-400 705	Tel: 022-2789 3507 Fax: 2789 1185 entedamo@vsnl.com	D.N. Bhobe
25.	SA Infrastructure Consultants Pvt. Ltd., New Delhi	M-22/A, Lajpat Nagar-II, New Delhi-110024	Telefax: 4172 4426 info@sainfra.com	Nitesh Ranjan
26.	Shamvwi Consultants Patna	314, Jagat Trade Centre, Frser Road, Patna-1	Tel: 0612-222 735 Fax: 2238 494 shamvwi@rediffmail.com	Anil Kumar Sariar
27.	Sohams Foundation Engineering Pvt. Ltd. Mumbai	701, Casa Blanca, Plot No. 44, Sector-11, CBD Bellapur, Navi Mumbai-400 614	Tel: 022-2757 4038 Fax: 2756 4944 sohamsfoundation@vsnl.net	V.V. Vaishampayan
28.	Soil Engineering Consultants New Delhi	B-310, Ansal Chambers, New Delhi		AVS Ranga Rao
29.	SOWIL Roads Consulting Engineer, Noida, (U.P.)	D-41, Sector-59, Noida-201307	Tel: 0120-4324501 Fax: 4324 510 sowilroads@sowillimited.com	P.K. Chauhan
30.	Span Consultants Pvt. Ltd., New Delhi	Span House, 92-C, Gurudwara Road, Madangir, New Delhi-110062	Tel.: 299 55645	R.K. Jain
31.	Struct Geotech Research Laboratories Pvt. Ltd., Bangalore	No. 588, Hosekerchalli Cross, 2nd Main, 6th Block, Banashankari, 3rd Stage, 2nd Page, Bangalroe-560085	Tel: 080-2642 2752 Telefax: 2672 3662 sgripl@rediffmail.com	B. Venkata Subramanyam
32.	THEME Engineering Services Pvt. Ltd., Jaipur	203, Dadu Marg, Barket Nagar, Tonk Phatak, Jaipur-15	Tel: 0141-2592201 Telefax: 2594395 theme@dataone.in	Tarun Rawat
33.	Transtek Engineers & Services Pvt. Ltd. Patna	Shivpuri (Nr. Ganga Market), PO-Shastri Nagar, Patna-800 023	Telefax: 0612-2291 494 tespl@rediffmail.com	S.K. Verma

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
34.	Vax Consultants Pvt. Ltd. Chennai	26/11, Nagarjun Nagar, 2nd Street, Dangarajapuram, Kodambakam (near Five Light Corner), Chennai-600024	Tel: 044-23720120 044-23720260	V.V. Viswanadh, Director
35.	Zomah Engineers & Consultants Pvt. Ltd. New Delhi	229, Lower Ground Floor, Sukhdev Vihar Delhi-110025	Tel: 2684 1601 Telefax: 2684 1602 info@zomaengineers.com	M.H. Gentle

CATEGORY-V TRAFFIC AND TRANSPORTATION STUDIES

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1.	Aarvee Associates, Hyderabad	Ravula Residency, 8-2-5, Sri Nagar Colony, Main Road, Hyderabad-500082	Tel: 040-23737633 Fax: 23736277 aarvee_delhi@aarvee.net	T. Viswanathan
2.	Consulting Engineer Group Ltd., Jaipur	E-12, Moji Colony, Malviya Nagar, Jaipur-302017	Tel: 0141-2520899 Fax: 252 1348 ceg@ceginia.com	D.M. Singhvi
3.	Consulting Engineering Services Pvt. Ltd. New Delhi	57, Nehru Place, 5th Floor, New Delhi-110019	Tel: 4139 2300 Fax: 2646 0409 cesinter@vsnl.com	S.K. Hazra Choudhury
4.	COS Consultancy Services, Madurai Tamil Nadu	6/13, Kamaraj Nagar, 4th Street, 1st Floor, Tallakulam, Madurai-625002 (T.N.)	Telefax: 0452-2538233 cosmayil@rediffmail.com	T. Mayilvahanan
5.	Craphts Consultants (I) Pvt. Ltd., Faridabad	14/3, Mathura Road, Havell's Crossing, Faridabad-121003	Tel: 0129-2278813 Fax: 2256392 info@craphts.com	P. Alam
6.	EMA Unihorn (I) Pvt. Ltd. Gurgaon	Vatika Atrium, B-Block, 1st Floor, DLF Golf Course Road, Secor-53, Gurgaon-122002	Tel: 0124-4093 600 Fax: 4093660 info@emaunihorn.com	Amarjeet Singh
7.	Frischmann Prabhu (I) Pvt. Ltd., Mumbai	C-2605, Shushant Lok-I Gurgaon-122002	Tel: 0124-427 2729 Fax: 4272 191	Nihil Salunkhay
8.	Holtec Consulting Pvt. Ltd., Gurgaon	A Block, Sushant Lok, Gurgaon-122001	Tel: 0124-2385 095 Fax: 2385 114 info@holtecnet.com	Sheel Chandra
9.	Infrastrusture Development Consultants, Bhopal	E-7/40, SBI Colony, Arera Colony, Bhopal-4620016	Tel: 0755-427816 Fax: 4278 518 idc@idc-india.com	A.K. Khare
10.	Inter Continental Consultants and Technocrats Pvt. Ltd., New Delhi	A-8, Green Park, New Delhi-110016	Tel: 011-26964757 Fax: 011-26565563 info@ictonline.com	R.K. Sawhney, Dy. GM.
11.	Kitco Ltd. in JV with Project Engg. & Management Services, Thiruvananthapuram	A-7, TC-9/241 (4), Tennis Club Enclave, Kowdiar PO, Thiruvanthapuram-695 003	Tel: 033-471 2720 870 Fax: 471 2720 873	M. Padma Kumar

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
12.	MC Consulting Engineers (P) Ltd., Hyderabad	MD Design House, 27, Rohini Layout, Hi-tech City, Madhapur, Hyderabad-500081	Tel: 040-2311 4085/6 Fax: 2311 2486 mcindiahyd@yahoo.com	D. Nageshwara Rao
13.	Mehta & Associates, Bhopal	102, 1st floor, Navneet Plaza, S/2 Old Palasia, Indore (MP)	Tel: 0731-2561124 Fax: 4065064 architecthjmedhta@ netscape.net	Hintendra Mehta
14.	Mott Mac Donald Pvt. Ltd. Noida, (U.P.)	A-20, Sector-2, Noida-201301	Tel: 0120-2543582 Fax: 2543562	Manoj Kumar
15.	MRS Consultants in Association with Planner Koncept, Noida	A-288, Sector-47, Noida-201304	Tel: 0120-2571288 Fax: 2571039	Pradip Kharbanda
16.	MSV International Inc. Gurgaon	6302, Phase-IV, DLF Gurgaon-122001	Tel: 0124-400 2603 Fax: 400 2605 info@msvgroup.com	Suresh Malik
17.	Operation Research Group Pvt. Ltd.,	D-24, 2nd Floor, South Extn., Part-I, New Delhi-110049	Telefax: 2460 3549 dbanerjee@orgplindia.com	D. Banarjee
18.	Park Projects Consultancy (P) Ltd., New Delhi	1B-14A, Ashok Vihar Phase-1, Delhi-52	Tel: 2741 4655 Fax: 4228 0341 info@ppcinernational.com	A.K. Gupta
19.	Planners Koncept, U.P.	A-288, Sector-47, Noida-201304	Tel: 0120-2571 288 Fax: 2571 039	Pradip Kharbanda
20.	Planning & Infrastructure Development Consultant Patna	4, Mitra Vihar, West Boring Canal Road, Patna-800001	Tel: 0612-6524223 Fax: 2572738 pidepatna@rediffmail.com	Prakash Kumar
21.	Redecon (India) Pvt. Ltd. New Delhi	H-54A, G. Floor, Kalkaji, New Delhi-19	Tel: 4160 5600 Fax: 2623 9888 redecon1@rediffmail.com	Dr. Vandana
22.	RITES Limited Gurgaon	No. 1, Sector-29, Gurgaon-122001	Tel: 0124-2571666 Fax: 2571660 info@rites.com	B. Chattopadhyaya
23.	S.M. Consultants, Bhubaneshwar	Plot No. 3489/6705, Near-Kalinga House, Palasuni, PO-Rasulgarh, Bhubneshwar-751010 (Orissa)	Tel: 0674-2370625 0674-23705757 Telefax: 2370757	Soumendra Kumar Mohanty

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
24.	S.N. Bhobe & Associates Pvt. Ltd., Mumbai	62, Mahavir Centre, Sector-17, DBC-Vashi, Navi Mumbai-400 705	Tel: 022-2789 3507 Fax: 2789 1185 entedamo@vsnl.com	D.N. Bhobe
25.	SA Infrastructure Consultants Pvt. Ltd. New Delhi	M-22/A, Lajpat Nagar-II, New Delhi-24	Telefax: 4172 4426 info@sainfra.com	Nitesh Ranjan
26.	SAI Consulting Engineers Pvt. Ltd., Ahmedabad	4, Kuldeep Society, Nr. Ishwar Bhawan, Navrangpura, Ahmedabad-380 009	Tel: 079-2646 3147 Fax: 2646 5909 mail@saiindia.com	Ashish N. Dayal
27.	Scapes Associates, Bhopal	Scapes Associates, HIG-17, Old Subhash Nagar, Bhopal-462 023	Tel: 0755-428 4867 Fax: 271 0623 Scapes_bhopal@yahoo.co.in	Ashutosh Malviya
28.	Shamvwi Consultants Patna	314, Jagat Trade Centre, Frser Road, Patna-1	Tel: 0612-222 2735 Fax: 2238 494 shamvwi@rediffmail.com	Anil Kumar Sariar
29.	Sheladia Associate INC USA	N-2/30, IRC Village, Nayapalli, Bhubneshwar-751015	Tel: 2557946/4436 www.sheldia.com	Sanjay Kr. Sharma
30.	Shree Bhawani Consultancy Services Pvt. Ltd., Bhopal	S-2, Plot No. 38, Suruchi Nagar, Bhopal		R.N. Pandey
31.	SMEC (India) Pvt. Ltd. Gurgaon	Fist India Place, A Block, 2nd Floor, Vatika Building, Mehraulti-Gurgaon Road, Gurgaon-122002	Tel: 0124-455 2800 Fax: 4376 018 smec@vsnl.com	Ajay Dhar
32.	SOWIL Roads Consulting Engineer, Noida (U.P.)	D-41, Sector-59, Noida-201307	Tel: 0120-4324501 Fax: 4324 510 sowilroads@sowillimited.com	P.K. Chauhan
33.	Span Consultants Pvt. Ltd. New Delhi	Span House, 92-C, Gurudwara Road, Madangir, New Delhi-110062	Tel: 299 55645	R.K. Jain
34.	Technital SpA Italy, New Delhi	Defence Colony Block C-380 New Delhi-110024	Tel: 011-46568300	Francesco Pansera
35.	The Louis Berger Group Inc. USA Gurgaon	Plot No. 41, Sector-18, Maruti Industrial Area, Gurgaon-122015	Telefax: 0124-4044750 lbgindia@vsnl.net	Satyakam Mohanty

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
36.	THEME Engineering Services Pvt. Ltd., Jaipur	203, Dadu Marg, Barket Nagar, Tonk Phatak, Jaipur-15	Tel: 0141-259 2201 Telefax: 2594395 theme@dataone.in	Tarun Rawat
37.	TPA Engg. Consultancy (I) Pvt. Ltd., New Delhi	112, Kailash Hills, New Delhi-110065	Tel: 011-41623940 Telefax: 41624519 tpal@rediffmail.com	Rajeev Roy
38.	Transtek Engineers & Services Pvt. Ltd., Patna	Shivpuri (Nr. Ganga Market), PO-Shastri Nagar, Patna-800 023	Telefax: 0612-2291 494 tespl@rediffmail.com	S.K. Verma
39.	VKS Infratech Management Pvt. Ltd. New Delhi	181, Pratap Nagar, Lane No. 18, Opp. Pkt. IV., Mayur Vihar Delhi-110091	Tel: 22793217 Fax: 2279 2320 info@vksinfra.com	V.K. Srivastava
40.	Wilbur Smith Associates Pvt. Ltd., Bangalore	75, 2nd floor, 14th cross, 1st block, RT Nagar, Bangalore-560032	Tel: 23534095/6	B. Abdul Nazer
41.	Zomah Engineers & Consultants Pvt. Ltd., New Delhi	229, Lower Ground Floor, Sukhdev Vihar Delhi-25	Tel: 2684 1601 Telefax: 2684 1602 info@zomaengineers.com	M.H. Gentle

CATEGORY-VI. CONSTRUCTION SUPERVISION OF ALL TYPES OF HIGHWAY PROJECTS

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
1.	Aarvee Associates, Hyderabad	Ravula Residency, 8-2-5, Sri Nagar Colony, Main Road, Hyderabad-500082	Tel: 040-23737633 Fax: 23736277 aarvee_delhi@aarvee.net	T. Viswanathan
2.	Archtech Consultants Pvt. Ltd., Kolkata	11, Shakespear Sarani, Kolkata-700071		T.K. Ghosh
3.	Consulting Engineer Group Ltd., Jaipur	E-12, Moji Colony, Malviya Nagar, Jaipur-302017	Tel: 0141-2520899 Fax: 252 1348 ceg@cegindia.com	D.M. Singhvi
4.	Construma Consultancy Pvt. Ltd., Mumbai	N-25 (GF), Kalkaji, New Delhi-110019	Tel: 011-26025659 011-26025859 Telefax: 011-26025659 ccpl@bol.net.in	B.N. Gupta, GM
5.	Consulting Engineering Services Pvt. Ltd. New Delhi	57, Nehru Place, 5th Floor, New Delhi-110019	Tel: 4139 2300 Fax: 2646 0409 cesinter@vsnl.com	S.K. Hazra Choudhury

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
6.	Dorsch Gruppe DC India, Mumbai	236, Oshiwara, Industrial Centre, New Link Road, Gore Gaon (W), Mumbai-400 104	Tel: 022-28789116 Fax: 28778548 dcindia@vsnl.com	N.G. Hambad
7.	EMA Unihorn (India) Pvt. Ltd., Gurgaon	Vatika Atrium, B-Block, 1st Floor, DLF Golf Course Road, Sector-53, Gurgaon-122002	Tel: 0124-4093 600 Fax: 4093660 info@emaunihorn.com	Amarjet Singh
8.	Feedback Ventures (P) Ltd., New Delhi	Feedback House, 7, LSC, Panchsheel Park, New Delhi-110017	Tel: 22649 5766 Fax: 2649 4178 fet-delhi@feed backventures.com	Pankaj Vatsa
9.	Frischmann Prabhu (I) Pvt. Ltd., Mumbai	C-2605, Sushant Lok-1, Gurgaon-122002	Tel: 0124-427 2729 Fax: 4272 191 pfmumbai@fpindia.com	Nihil Salunkhay
10.	Holtec Consulting (P) Ltd., Gurgaon	A Block, Sushant Lok, Gurgaon-122 001	Tel: 0124-2385 095 Fax: 2385 114 info@holtecnet.com	Sheel Chandra
11.	Inter Continental Consulants and Technocrats Pvt. Ltd., New Delhi	A-8, Green Park, New Dlehi-110016	Tel: 011-26964757 Fax: 011-26565563 info@ictonline.com	R.K. Sawhney, Dy. GM
12.	Kitco Ltd in JV with Project Engg. & Management Services, Thiruvananthapuram	A-7, TC-9/241 (4), Tennis Club Enclave, Kowdiar PO, Thiruvanthapuram-695 003	Tel: 033-471 2720870 Fax: 471 2720 873	M. Padma Kumar
13.	L&T-RAMBOLL Consulting Engineers Ltd., Chennai	339/340, Anna Salai, Nandanam, Chennai-600035	Tel: 044-24331181 Fax: 24331183 ltramboll@vsnl.com	T. Srinivasan
14.	MC Consulting Engineers (P) Ltd., Hyderabad	MC Design House, 27, Rohini Layout, Hi-Tech City, Madhapur, Hyderabad-500081	Tel: 040-2311 4085/6 Fax: 2311 2486 mcindiahyd@yaho.com	D. Nageshwara Rao
15.	Mehta & Associates, Bhopal	102, 1st Floor, Navneet Plaza, 5/2, Old Palasia, Indore (M.P.)	Tel: 0731-2561124 Fax: 4065064 architecthjmehta@netscape.net	Hintendra Mehta
16.	Mott Mac Donald Pvt. Ltd., Noida (U.P.)	A-20, Sector-2, Noida-201301	Tel: 0120-2543582 Fax: 2543562	Manoj Kumar

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
17.	MSV International Inc., Gurgaon	6302, Phase-IV, DLF Gurgaon, 122002	Tel: 0124-4002603 Fax: 400 2605 info@msvgroup.com	Suresh Malik
18.	Mukesh & Associates, Salem	5/3, Ragavan Street, Swarnpuri, Salem-636004 (T.N.)	Tel: 0427-2330395 0427-2330568 Fax: 2330290 mukeshassociatesvsn.com.	D. Manoj Kumar
19.	Park Projects Consultancy (P) Ltd., New Delhi	1B-14A, Ashok Vihar Phase-1, Delhi-110052	Tel: 2741 4655 Fax: 4228 0341 info@ppcinternational.com	A.K. Gupta
20.	Quest Engineers & Consultants Pvt. Ltd. Allahabad	16-C Hastings Road, Ashok Nagar, Allahabad	Tel: 0532-2422812 011-65420873 Fax: 0532-2421941 quest_internatinal@rediffmail.com	Sarvesh K. Rai
21.	R.C. Chugh Highway Consultants Pvt. Ltd. Indore, (M.P.)	396, Amitesh Nagar, Indore-452014	Tel: 0731-233 0851 Fax: 4048 305 arunchugh@gmail.com	R.C. Chugh
22.	RITES Limited, Gurgaon	No. 1, Sector-29, Gurgaon-122001	Tel: 0124-2571666 Fax: 2571660 info@rites.com	B. Chattopadhya
23.	S.A. Infrastructure in J.V. with Upham International New Delhi	M-22A, Lajpat Nagar-II, New Delhi-110024	Telefax: 4172 4426 info@sainfra.com	Nitesh Ranjan
24.	SAI Consulting Engineers Pvt. Ltd., Ahmedabad	4, Kuldeep Society, Nr. Ishwar Bhawan, Navrangpura, Ahmedabad-380 009	Tel: 079-2646 3147 Fax: 2646 5909 mail@saiindia.com	Ashish N. Dayal
25.	Scapes Associates, Bhopal	Scapes Associates, HIG-17, Old Subhash Nagar, Bhopal-462 023	Tel: 0755-428 4867 Fax: 271 0623 scapes_bhopal@yahoo.co.in	Ashutosh Malviya
26.	Sheladia Associate INC USA	N-2/30, IRC Village, Nayapalli, Bhubaneshwar-751015	Tel: 2557946/4436 www.sheldia.com	Sanjay Kr. Sharma
27.	Shree Bhawani Consultancy Services Pvt. Ltd., Bhopal	S-2, Plot No. 38, Suruchi Nagar, Bhopal		R.N. Pandey
28.	SMEC (India) Pvt. Ltd., Gurgaon	Fist India Place, A Block, 2nd Floor, Vatika Building, Mehrauli-Gurgaon Road, Gurgaon-122002	Tel: 0124-455 2800 Fax: 4376 018 smec@vsnl.com	Ajay Dhar

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
29.	SOWIL Roads Consulting Engineer, Noida, (U.P.)	D-41, Sector-59, Noida-201307	Tel: 0120-4324501 Fax: 4324 510 sowilroads@sowillimited.com	P.K. Chauhan
30.	Span Consultants Pvt. Ltd. New Delhi	Span House, 92-C, Gurudwara Road, Madangir, New Delhi-110062	Tel: 299 55645	R.K. Jain
31.	Technital SpA Italy, New Delhi	Defence Colony Bloc C-380, New Delhi-110024 (India)	Tel: 011-46568300	Francesco Pansera
32.	The Louis Berger Group Inc. USA, Gurgoan (India)	Plot No. 41, Sector-18, Maruti Industrial Area, Gurgaon-122015	Telefax: 0124-4044750 lbgindia@vsnl.net	Satyakam Mohanty
33.	THEME Engineering Services Pvt. Ltd. Jaipur	203, Dadu Marg, Barket Nagar, Tonk Phatak, Jaipur-302015	Tel: 0141-259 2201 Telefax: 2594395 theme@dataone.in	Tarun Rawat
34.	Vax Consultants Pvt. Ltd. Chennai	26/11, Nagarjun Nagar, 2nd Street, Dangarajapuram, Kodambakam (Near Five Light Corner), Chennai-600 024	Tel: 044-23720120 044-23720260 vaxcon@rediffmail.com vaxcon@vsnl.com	V.V. Viswanadh, Director
35.	VKS Infratech Management Pvt. Ltd. New Delhi	181, Pratap Nagar, Lane No. 18, Opp. Pkt. IV., Mayur Vihar, Phase-1, Delhi-110091	Tel: 2279 3217 Fax: 2279 2320 info@vksinfra.com	V.K. Srivastava
36.	Wilbur Smith Associates Pvt. Ltd. Bangalore	75, 2nd Floor, 14th Cross, 1st Block, R.T. Nagar, Bangalore-560032	Tel: 235 34 095/6	B. Abdul Nazer

CATEGORY-VII. CONSTRUCTION SUPERVISION OF ALL TYPES OF BRIDGE PROJECTS

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
1.	Aarvee Associates, Hyderabad	Ravula Residency, 8-2-5, Sri Nagar Colony, Main Road, Hyderabad-500082	Tel: 040-23737633 Fax: 23736277 aarvee_delhi@aarvee.net	T. Viswanathan
2.	Consulting Engineers Group Ltd., Jaipur	E-12, Moji Colony, Malviya Nagar, Jaipur-302017	Tel: 0141-2520899 Fax: 252 1348 ceg@ceginia.com	D.M. Singhvi

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
3.	Construma Consultancy Pvt. Ltd., Mumbai	N-25 (GF), Kalkaji, New Delhi-110019	Tel: 011-26025669 011-26025859 Telefax: 011-26025659 ccpl@bol.net.in	B.N. Gupta, GM
4.	Consulting Engineering Services Pvt. Ltd. New Delhi	57, Nehru Place, 5th Floor, New Delhi-110019	Tel: 4139 2300 Fax: 2646 0409 cesinter@vsnl.com	S.K. Hazra Choudhury
5.	Distinct Planning & Design Consultant (P) Ltd. New Delhi	E-860, 2nd Floor, C.R. Park, New Delhi-19	Telefax: 4053 2049	R.B. Singh
6.	EMA Unihorn (India) Pvt. Ltd., Gurgaon	Vatika Atrium, B-Block, 1st Floor, DLF Golf Course Road, Sector-53, Gurgaon-122002	Tel: 0124-4093 600 Fax: 4093660 info@emaunihorn.com	Amarjet Singh
7.	Feedback Ventures (P) Ltd., New Delhi	Feedback House, 7, LSC, Panchsheel Park, New Delhi-110017	Tel: 22649 5766 Fax: 2649 4178 fte-delhi@feed backventures.com	Pankaj Vatsa
8.	Frischmann Prabhu (I) Pvt. Ltd., Mumbai	C-2605, Sushant Lok-1, Gurgaon-122002	Tel: 0124-427 2729 Fax: 4272 191 pfmumbai@fpindia.com	Nihil Salunkhay
9.	Holtec Consulting (P) Ltd., Gurgaon	A Block, Sushant Lok, Gurgaon-122 001	Tel: 0124-2385 095 Fax: 2385 114 info@holtecnet.com	Sheel Chandra
10.	Inter Continental Consulants and Technocrats Pvt. Ltd., New Delhi	A-8, Green Park, New Dlehi-110016	Tel: 011-26964757 Fax: 011-26565563 info@ictonline.com	R.K. Sawhney, Dy. GM
11.	Kitco Ltd in JV with Project Engg. & Management Services, Thiruvananthapuram	A-7, TC-9/241 (4), Tennis Club Enclave, Kowdiar PO, Thiruvanthapuram-695 003	Tel: 033-471 2720870 Fax: 471 2720 873	M. Padma Kumar
12.	MC Consulting Engineers (P) Ltd., Hyderabad	MC Design House, 27, Rohini Layout, Hi-Tech City, Madhapur, Hyderabad-500081	Tel: 041-2311 4085/6 Fax: 2311 2486 mcindiahyd@yaho.com	D. Nageshwara Rao
13.	Mott Mac Donald Pvt. Ltd., Noida, (U.P.)	A-20, Sector-2, Noida-201301	Tel: 0120-2543582 Fax: 2543562	Manoj Kumar
14.	MSV International Inc., Gurgaon	6302, Phase-IV, DLF Gurgaon, 11002	Tel: 0124-4002603 Fax: 400 2605 info@msvgroup.com	Suresh Malik

S.No.	Name of Consultants	Address	Phone/Fax/e-mail	Contact Person
15.	RITES Limited, Gurgaon	No. 1, Sector-29, Gurgaon-122001	Tel: 0124-2571666 Fax: 2571660 info@rites.com	B. Chattopadhya
16.	S.A. Infrastructure in J.V. with Upham International New Delhi	M-22A, Lajpat Nagar-II, New Delhi-110024	Telefax: 4172 4426 info@sainfra.com	Nitesh Ranjan
17.	S.N. Bhobe & Associates Pvt. Ltd., Mumbai	62, Mahavir Centre, Sector-17, DBC-Vashi, Navi Mumbai-400 705	Tel: 022-2789 3507 Fax: 2789 1185	D.N. Bhobe
18.	SMEC (I) Pvt. Ltd., Gurgaon	Fist India Place, A Block, 2nd Floor, Vatika Building, Mehrauli-Gurgaon Road, Gurgaon-122002	Tel: 0124-455 2800 Fax: 4376 018 smec@vsnl.com	Ajay Dhar
19.	SOWIL Roads Consulting Engineer, Noida, (U.P.)	D-41, Sector-59, Noida-201307	Tel: 0120-4324501 Fax: 4324 510 sowilroads@sowillimited.com	P.K. Chauhan
20.	Span Consultants Pvt. Ltd. New Delhi	Span House, 92-C, Gurudwara Road, Madangir, New Delhi-62	Tel: 299 55645	R.K. Jain
21.	Technital SpA Italy, New Delhi	Defence Colony Block C-380, New Delhi-110024 (India)	Tel: 011-46568300	Francesco Pansera
22.	Technogem Consultants Pvt. Ltd. Ltd., Mumbai	101-A/B, Devmilan Building, Opp. Raheja Garden LBS Marg, Thane (W)-400604	Tel: 022-6799 7145 Fax: 2581 4349 technogem@rediffmail.com	S.S. Patil, Director
23.	The Louis Berger Group Inc. USA, Gurgoan (India)	Plot No. 41, Sector-18, Maruti Industrial Area, Gurgaon-122015	Telefax: 0124-4044750 lbgindia@vsnl.net	Satyakam Mohanty
24.	Transtek Engineers & Services Pvt. Ltd., Patna	Shivpuri (Nr. Ganga Market), PO-Shastri Nagar, Patna-800 023	Telefax: 0612-2291 494 tespl@rediffmail.com	S.K. Verma
25.	VKS Infratech Management Pvt. Ltd. New Delhi	181, Pratap Nagar, Lane No. 18, Opp. Pkt. IV., Mayur Vihar, Phase-1, Delhi-110091	Tel: 2279 3217 Fax: 2279 2320 info@vksinfra.com	V.K. Srivastava
26.	Wilbur Smith Associates Pvt. Ltd. Bangalore	75, 2nd Floor, 14th Cross, 1st Block, R.T. Nagar, Bangalore-560032	Tel: 235 34 095/6	B. Abdul Nazer

Annex-II

DETERRENT ACTION AGAINST ERRING EMPANELLED CONSULTANTS

The Ministry has been empanelling the consultants for the preparation of pre-feasibility and feasibility reports, preparation of Detailed Project Report and supervision of construction work.

At present it is noticed that the contract agreements for consultancy services in highway sector do not clearly specify the procedure to be followed and deterrent action to be taken by the Employer/client in case of deficiencies specially in respect of accuracy of data analysis and design/non-fulfillment of commitments by the consultants observed by the Employer/client during implementation of the project or at a later date. As such, Employer/client are unable to take any action against the erring consultants.

In view of numerous complaints received in the Ministry, it has been decided to take deterrent action on the erring empanelled consultants depending upon the nature and magnitude of deficiencies observed/non-fulfillment of commitments agreed to at the time of award of work for National Highway and other centrally sponsored Road and Bridge Schemes.

In addition to above, it is proposed to specify responsibilities of the consultant in the conditions of empanelment and in the Terms of Reference, that he would be fully responsible for the accuracy of data, analysis and design irrespective of the fact whether the same has been examined/approved by the Employer/client or not. Similarly, in case of proof consultants it is proposed to be specified that they shall be finally responsible for the accuracy of analysis and design, except initial data, irrespective of the fact whether the same has been examined and approved by the Employer/client or not.

2. Deficiency of Services

The role of a consultant in Highway Sector is four-fold, namely:

(i) Preparation of pre-feasibility and feasibility reports.
(ii) Preparation of detailed project report.
(iii) Work supervision.
(iv) Proof Consultancy.

In each of these areas, the type of complaints received can be classified as minor or major failures on the part of the consultants. The consequences are invariably time and cost over run in the project. Besides, in some cases, contractual complications leading to arbitration/court cases, also result in failures and accidents. To ensure a fair degree of accuracy on the part of the consultants in bidding and carrying out the tasks assigned to them, it is necessary to take deterrect action against the erring consultants in **any** of the following ways:-

(i) Issue warning to the consultants as decided by Employer/client under intimation to the Ministry.

(ii) Suspending their registration/empanelment with the Ministry for a temporary period of three to six months in case of minor deficiency in services.

(iii) Removal of erring consultant from the panel for a period of 1 to 5 years for major negligence/ deficiency in services. Such consultant will have to make fresh application to the Ministry for empanelment after the expiry of the above period.

Wide publicity will be given to the deterrent action taken against the erring consultants through circulation to all State Governments/Government Departments dealing with NH and other centrally sponsored schemes and publication of notices in newspaper and IRC journals.

3. Type of Deficiency of Service-Errors, Omissions & Commissions or Misconduct of Consultants

Some of the common errors and omissions generally committed by the consultants are listed in Appendix-'A'.

4. Enquiry Procedure

4.1. Employer/client will satisfy himself about the nature of deficiency of services and issue warning under intimation to the Ministry {para 2 (i) above} in case of deficiency of very minor nature not having any time/cost implication for the successful implementation of the project.

4.2. A complaint or an observation of deficiency of services, errors and acts of an omissions & commission by a consultant shall be sent by the Employer/client to Director General (Road Development) & Special Secy., Department of Road Transport & Highways giving details of the errors, acts of omissions and commissions and deficiency of services of the consultant except in case of issue of warning. The Director General (Road Development) & Special Secy. will constitute a committee consisting of the following to look into the complaint or observation.

(i)	Chief Engineer (Roads/Bridges*) S&R-MoSRT&H	Chairman
(ii)	Chief Engineer of the concerned State other than the complainant	Member
(iii)	Project Chief Engineer–MoSRT&H	Member

* Applicable for Bridge projects

4.3. If the Committee on examination of the complaints/adverse report from a Employer/client feels that a prima-facie case exists for taking deterrent action against the consultant, it will give a mandatory notice to the consultant at its registered address stating the facts of the deficient service, errors, acts of commissions/omissions. The consultant will be given a reasonable time to reply to the charge and also an opportunity to be heard in person by the Committee at a specified time and date.

4.4. The Committee will require into the charges refuted by the consultant. The consultant will have the right to inspect the documents on which the complaint is based.

4.5. The Committee will record all written and/or oral submission and arguments presented. Entire proceedings shall be recorded to writing and a decision given in each case. If the consultant chooses not to respond to notices issued by the committee or does not attend the meeting of Committee to explain and defend the charges, an expert enquiry may be conducted and decision recorded. The Committee shall decide on the severity of the deficiency/ omissions etc. considering the facts of the case and the implications on financial safety and other aspects.

4.6. On completion of the enquiry, the committee shall submit its report with details of findings and recommendations to Director General (Road Development) & Special Secretary.

4.7. Director General (Road Development) & Special Secretary will take appropriate action based on the recommendations of the Committee.

4.8. The time frame for conducting inquiry and taking final action will generally be as follows:-

(i) Constitution of Committee - within 10 days of receipt of the complaint.
(ii) Submission of report - within 2 months of the receipt of the complaint.
(iii) Conveying the final decision - within 20 days of receipt of final report.

5. Exceptions

5.1. The prescribed procedure for deterrent action outlined in para 4.3 to 4.8 above will not be followed, before ordering deterrent action under special circumstances like;

(i) where a penalty flows from conduct of the consultant which has led to his conviction on a criminal charge; or action of the consultant jeopardizing the security of the State or
(ii) where the committee is satisfied that it is not practicable to hold an enquiry in the matter in the prescribed manner.

5.2. In cases under Category (i), the Committee will peruse the judgement of the criminal court and take into account the gravity of the offence of misconduct committed, its impact on the project, administration, other extraneous circumstances etc. and recommend deterrent action to be taken against the consultant as it is competent to do after giving an opportunity to the consultant to make representation on the deterrent action proposed to be taken.

5.3. Regarding Category (ii), it will be obligatory on the part of the Committee to record in writing the reasons for its satisfaction to the effect not to hold the enquiry. The reasons, though brief, shall not be vogue.

5.4. Director General (Road Development) & Special Secretary will take appropriate action based on the recommendations of the committee.

6. Appeal or Review

6.1. The aggrieved consultant within thirty days of receipt of final decision/order removing the consultant from the panel {para 2 (iii) above} may appeal to Secretary (RT&H) against the order or seek its review by the Ministry. A copy of the appeal shall be endorsed to Director General (Road Development) & Special Secretary.

Secretary (RT&H) may condone the delay in filling of appeal, if valid reasons are given.

6.2. Appeal will be considered by a committee consisting of the following:-

1.	Secretary (RT&H)	Chairman
2.	Director General (Road Development) & Special Secretary	Member
3.	Chief Engineer (Planning)	Member

6.3. If the appellant makes a specific request for a personal hearing, this may be granted by the Committee at its discretion, considering the circumstances of the case.

6.4. The Director General (Road Development) & Special Secretary on the basis of the decision of the Committee shall issue necessary orders which will be **final and binding on the appellant.**

The time limit for decision of appeal or review or revision of the earlier orders will generally be 45 days from the receipt of application in the Ministry.

Appendix-'A'

TYPE OF DEFICIENCY OF SERVICES-ERRORS, OMISSIONS, COMMISSIONS OR MISCONDUCT OF CONSULTANTS

Following are some of the common errors and omissions generally committed by the consultants which will be given cognizance:

A. Errors in Bid Data

(i) Non-furnishing/concealing/misrepresentation of facts like litigation/expulsion/action taken/ abandoning fo work, failure and distress in works handled earlier etc.

(ii) Submission of bio-daa of personnel without their consent or false bio-data.

(iii) Non-availability/non-deployment of the personnel projected for the job while bidding and seeking change of personnel soon after the commencement of services/frequent change of personnel during the contract period.

B. Errors in Project Data & Design

(i) Survey lines and levels and features not matching the ground conditions.

(ii) Traverse not closing properly.

(iii) Hydraulic design parameters based on incorrect data and field survey.

(iv) Inadequate and/or incorrect subsoil investigations warranting change in design during execution or time an cost overrun or performance or affecting safety of road/bridge structure.

(v) Design not conforming to the requirements of relevant codes, standards and specifications and sound engineering practice.

(vi) Incomplete submission for getting the payment from the client or delay in complying with the observations/instructions given by the client on draft reports etc.

C. Errors in Supervision

(i) Not acting impartially or acting in collusion with contractors in award of variations, fixation of new rates etc.

(ii) Not keeping proper records regarding quality control, inspection, rejection/rectification of work etc.

(iii) Failure to give proper and timely advice to client/contractor to enable corrections during execution.

(iv) Delay in decision and withholding approvals etc.

(v) Recommending extension to contractor with a view to extend duration of supervision services.

(vi) Refusing to give reasons for decisions when called for by the client.

(vii) Not being fully conversant with manuals, specifications, standards, Ministry's guidelines and requirements of the project to be followed during construction.

D. Other Faults

Subletting of any part/major works without authorization.

206.13

No. RW/NH-34054/1/2006-S&R(B) Pt **Dated, the 1st August, 2007**

To

All Chief Engineers of States/Union Territories/PWDs (dealing with National Highways and other Centrally sponsored schemes), The Director General (Border Roads); The Chairman, National Highways Authority of India

Subject: Empanelment of consultants for Highway and Bridge Projects - Corrections in the Details of Consultants

This has reference to Ministry's letter No. RW/NH-34054/1/2006-S&R(B) dated 2.04.07 enclosing therein the list of empanelled consultants for Highway and Bridge Projects under Category I to VII. As some consultants have intimated certain changes/corrections in their details such as address, telephone/fax numbers, e-mail id etc., the same have been carried out and the corrected details are enclosed herewith.

(Enclosure to Ministry of Shipping, Road Transport and Highways (Deptt. of Road Transport & Highways) letter No. RW(NH-34054/1/2006-S&R(B) Pt. dated 1.8.2003)

LIST OF EMPANELLED CONSULTANTS WITH CORRECTED DETAILS

Sl. No.	Category & Corresponding S.No. of emp-lanelment list	Name of empanelled Consultants	Changed Address	Changed Phone/fax/email
1.	I-20 II-21 III-10 V-10 VI-11 VII-10	Intercontinental Consultants & Technocrates Pvt Ltd.	No change	Tel: 26863000 Fax: 26855252 E-mail: business@ictonline.com eoi@ictonline.com
2.	IV-12	Geo Foundation & Structure Pvt. Ltd. Kochi	6th Floor, Alfa Plaza, K.P. Vallon Road, Kadanvanthra, Kochi-682020, (Kerala)	Tel: 04842316042, 04842324851 Fax: 04842324481 E-mail: gfspl@vsnl.net.
3.	I-4 II-4 VI-2	Archtech Consultants Pvt. Ltd., Kolkata	No change	Tel: 2282-7255, 7263, 7269-72 Fax: 2282-5377 E-mail: acpleal@cal3.vsnl.net.in admin@archtechconsultants.com
4.	IV-5	CENGRS GEOTECHNICA Pvt. Ltd. New Delhi	No change	E-mail: cengrs@vsnl.com cengrs@gmail.com
5.	II-35 III-17 IV-24 VII-17	S.N. Bhobe & Associates Pvt. Ltd., Vashi, Navi Mumbai-400705	Banking Complex No. II, Unit, No. 10 Plot 9&10, Sector-19-A, Vashi, Navi Mumbai-400705	Tel: 27831070/72 Fax: 27831173
6.	I-42 II-41 V-31 VI-28 VII-18	SMEC India Pvt. Ltd., Gurgaon	SMEC 5th Floor, DLF Bldg. No. 8 Tower C, DLF Cyber City, Phase-II Gurgaon-122002	Tel: +91-124-4380042 4501100, 4552800, 4376017 Telefax: +91-124-4380043, 4376018 E-mail: smec@vsnl.com
7.	IV-28	Soil Engineering Consultants, New Delhi	B-310, Ansal Chambers 13, Bhikajicama Place, New Delhi-110066	Tel: 26175994, 26104443 Fax: 26104443 E-mail: soilengg@vsnl.com
8.	I-45 II-45 V-34 VI-31 VII-21	Technical S.P.A. Italy, New Delhi	Technital S.P.A. Indian Liasion Office, Khel Gaon Road, B-13, 3rd Floor May Fiar Garden, New Delhi-16	Tel: 0091-11-46018104/105 Fax: 0091-11-46018106
9.	I-33 VI-21	R.C. Chugh Highway Consultants Pvt. Ltd. Indore	No change	E-mail: arunchugh1@ gmail.com
10.	I-21 II-22 III-11 V-11 VI-12 VII-11	Kitco Ltd. in JV with Project Engg. & Management Services Thiruvanathapuram	No change	Tel: 0471-2720870 Fax: 0471-2720873 E-mail: info@pemsindia.com padmakumar@pemsindia.com

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
302.18	NH-12037/633/2006/NH-1 dated 09.03.2007	Ministry's Guidelines regarding Formation with, Geometrics Improvement and Safety Measures on Hill Roads	302/17

302.18

No. NH-12037/G33/2006/NH-1 **Dated, the 9th March, 2007**

To

The Secretary of all States/UTs (in charge of PWD); The Engineer-in-Chief and Chief Engineers of State PWDs and UTs (dealing with National Highways); The Director General (Border Roads); The Chairman, National Highways Authority of India.

Subject : Ministry's Guidelines Regarding Formation width, Geometrics Improvement and Safety Measures on Hill Roads

Please find enclosed herewith Ministry's revised guidelines regarding formation width improvement of geometries and essential safety features on the National Highways in Hilly/mountainous terrain. These guidelines regarding formation width supersede other guidelines on formation width. It is requested that these guidelines may be brought to the notice of concerned officials/field Engineers of your Department.

Ministry's Guidelines Regarding Formation width Geometrics Improvement and Safety Measures on Hill Roads.

It has been decided with the approval of competent authority in the Ministry that the overall formation width of National Highways in hilly/mountainous terrain may be kept as 12 m, comprising 7 m wide carriageway flanked with 2.5 m wide shoulders. The drain and parapet/safety railings will be accommodated within the width of the shoulders.

2. The increased formation width will enhance operations on the road and traffic movement due to the following.

(i) More space would be available for the parking of disabled vehicles without interfering with two way movement.

(ii) Two lane movement of traffic would be possible in the event of some stretches being affected by Land Slides etc.

(iii) Movement of heavy/large size Military and Commercial Vehicles would be easier.

(iv) Capacity of the road is expected to increase due to large space becoming available for maneuverability.

3. However, it has been, felt that considering extra cost of hill cutting involved due to increase in the width of the formation, the revised standard could be implemented in stages. Priority may be given to provide 12 m formation on new National Highways and on the existing National Highways stretches, where widening of the carriageway is to be carried out. The widening of formation to 12 m on 2 lane National Highways already having 10 m formation width may be accorded lower priority.

4. All other geometric design standards for the hill roads, except the formation width may continue to be followed as recommended in IRC Special Publication No. 48:1998 'Manual for Hill Roads'.

5. The requirement of road safety measures for National Highways in hill roads were also reviewed and it has been found that the existing guidelines and standards prescribed by the Ministry appear to be adequate, however, these are not provided/implemented by the implementing agencies. The Implementing Agencies are, therefore, advised by the Ministry to give due importance to safety aspects of National Highways in hill roads and ensure that safety measures, such as mandatory, cautionary and informatory signboards, parapet walls, railings, crash barriers, slope protection, delineators, drains, extra widening at curves, passing places at suitable intervals, rock stablization, treatment of land slides are provided at critical locations.

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
402.8	RW/NH-35072/2/2003-S&R(R) dated 13.03.2006	Use of crushed slag for road construction	402/18
402.9	RW/NH-33044/30/2001-S&R(R), dated 30.06.2006	Use of Flyash in Road/Flyover Embankment Construction on NHs and other Centrally Sponsored Works–Action Taken Report	402/19
404	**BITUMINOUS CONTRUCTION**		
404.35	RW/NH-33041/3/2001-S&R (R), dated 03.01.2006	Use of Rubber/Polymer Modified Bitumen Road Works	404/36
404.36	RW/NH-33041/3/2001-S&R (R), dated 16.05.2006	Use of Rubber and Polymer Modified Bitumen Road Works–Process of Transportation of Modified Bitumen–regarding	404/36 to 46
404.37	RW/NH-33041/2001-S&RR (R), dated 29.06.2006	Use of Rubber and Polymer Modified Bitumen Road Works–Components and Features PMB/CRMB Producing Plant–regarding	404/47 to 49
404.38	RW/NH-33041/3/2001-S&R (R)-Vol. III, dated 04.08.2008	Paving Bitumen-Specification (Third Revision)–published by Bureau of Indian Standards in July 2006–reg. Use of viscosity grade bitumen in road construciton	404/50
406	**MISCELLANEOUS GUIDELINES**		
406.18	RW/NH-33044/1/2002-S&R(R) dated 21.05.2002	Facilities for persons with Disabilities	406/49
406.19	RW/NH-33044/1/2002-SR&R (R), dated 05.08.2005	Facilities for Persons with Disabilities (Reminder)	406/49 & 50
406.20	RW/NH-33044/1/2002-S&R (R), dated 19.01.2007	Facilities for Persons with Disabilities.	406/53
406.21	NH/33044/1/2002-S&R(R) dated 21.01.2008	Facilities for Persons with Disabilities.	406/51
407	**SPECIFICATIONS-SEE MINISTRY OF SURFACE TRANSPORT (ROADS WING) SPECIFICATIONS FOR ROAD AND BRIDGE WORKS (FOURTH REVISION)-2001**		
407.27	NH-33041/3/2001-S&R (R)-Vol. III dated 29.11.2006	Ministry of Shipping, Road Transport & Highways Specifications for Road and Bridge works (Fourth Revision) 2001-proposed corrigendum to section 500 on 'Base and Surface Courses (Bituminous)' and other relevant sections-reg.	407/40 to 43

402.8

No. RW/NH-35072/2/2003-S&R(R) **Dated, the 13th March, 2006**

To

The Secretaries of States/Union Territories, Public Works Departments (dealing with National Highways and other Centrally sponsored schemes); The Engineer-in-Chief and Chief Engineers of State PWDs and UTs (Dealing with National Highways and other Centrally sponsored schemes); The Chairman, National Highways Authority of India; The Director General (Border Roads)

Subject : Use of Crushed Slag for Road Construction

Ministry's Specificaitons for Road and Bridge Works (Fourth Revision) inter-alia permit the use of crushed slag for road construction as per Clause 401 for granular sub-base, Clause 403 for cement treated soil sub-base/base and Clause 404 for WBM sub-base/base.

2. This Ministry on receiving references from M/o Environment & Forests and Steel Authority of India Ltd had earlier requested vide letter No. RW/NH-33044/8/98-S&R dated 13th November, 1998 to consider the utilization of crushed slag in construction of National Higwhays, and other Centrally Sponsored Works. It may be noted in this regard that the first, second and the third revisions of the Ministry's specificaitons for Road and Bridge Works had also allowed use of crushed slag in granular sub-base, cement stablized/treated soil sub-base/base and WBM sub-base/base.

3. Ministry of Environment & Forests has taken further initiatives towards effective utilization of such waste materials derived from iron and steel plants as per the directives of the Government. Use of such materials in various construction projects including Highways Projects is to be encouraged as a part of this initiative. This initiative, even though primarily intended as an invrionemntal friendly measure, is also envisaged towards utilization of the available waste by-products from iron/steel manufacturing plants in a cost effective manner and lessen the burden of procuring natural aggregates.

4. It is, therefore, reterated to explore the possibilities for utilization of this material for construction of National Higwhays and other Centrally sponsored Works. Feedbacks on their utilization may please be reported to the Ministry from time to time.

5. This may please be brought to the notice of all concerned officers in your organization/department for needful compliance.

402.9

No. RW/NH-33044/30/2001-S&R(R) **Dated, the 30th June, 2006**

To

The Chairman, National Highways Authority of India; The Director General, (Border Roads)

Subject : Use of Flyash in Road/Flyover Embankment Construction on National Highways and other Centrally Sponsored Works–Action Taken Report.

Ministry vide circular of even no. dated 04.12.2003 has amended the clause 305 "Embankment Construction" of Ministry's specification for road and bridge works (4th revision) 2001. In compliance to the MoE&F Notification dated 27.08.2003, it has become mandatory to use fly ash for construction of road/fly over embankment, if the project is located within the radius of 100 km of thermal power plant.

2. The matter relating to the implementation of the said Notification is being monitored by the Hon'ble High Court of Delhi, progress report in this regard has to be submitted to the Hon'ble High Court. It is, therefore, requested that an "Action Taken Report" regarding utilization of the fly ash on ongoing as well as new projects under NHDP may please be forwarded in the format given below to the Ministry on top most priority latest by 05th July 2006 positively.

Sl. No.	Name of the Project	Total quantity of fly ash proposed to be used in the project	Total quantity of fly ash used till 31.03.2006	Quantity of fly ash used during 2005-06	Quantity of fly ash proposed to be used during year 2006-07
1	2	3	4	5	6

404.35

No. RW/NH-33041/3/2001-S&R(R) **Dated, the 3rd January, 2006**

To

The Secretary of all States/UTs (in charge of PWD); The Engineer-in-Chief and Chief Engineers of State PWDs and UTs (dealing with National Highways); The Director General (Border Roads); The Chairman, National Highways Authority of India.

Subject : Use of Rubber/Polymer Modified Bitumen in Road Works

This Ministry has from time to time issued several circulars stipulating guidelines on the use of rubber and polymer modified bitumen in the works pertaining to National Highways and centrally sponsored schemes.

2. Vide circular No. RW/'NH-34041/36/90-S&R (Vol.-II) dated 11/17th January, 2000, it has, inter-alia been intimated that the IRC guidelines on modified bitumen should be adopted for all works of National Highways and other centrally sponsored schemes.

3. The IRC guidelines in the matter were first published under Publication No. IRC:SP:53-99, which has since been revised and published under IRC:SP:53-2002. Para 7.7 of this IRC Publication specifies as under:

"Modified bitumen from refinery sources or blended at approved central plant or made by appropriate mobile blending plant with site testing facility shall be used for road works. Blending at site by simple stirress is not permitted."

4. Some references have been received by this Ministry from Manufactures/Suppliers of the modified bitumen expressing concern that the executive agencies are prescribing conditions to the effect that the modified bitumen should be purchased only from refineries. If this is so, then it may restrict competition.

5. It is, therefore, requested that the provisions of IRC:SP:53-2002, as amended from time to time (Guidelines on Use of Polymer and Rubber modified bitumen in road construction) may be used for the NHs and centrally sponsored works. Instructions to this effect may be issued to all concerned responsible for sanctioning of the works, preparation of tender documents and execution.

6. A status report in the matter may be sent to the Ministry.

404.36

No. RW/NH-33041/2001-S&R (R) **Dated the 16th May, 2006**

To

The Engineer-in-Chief and Chief Engineers of State PWDs and UTs (dealing with National Highways and other Centrally sponsored schemes); The Chairman, National Highways Authority of India; The Director General (Border Roads); The Director, Central Road Research Institute; The Director, National Institute for the Training of Highways Engineers.

Subject : Use of Rubber and Polymer of Modified Bitumen in Road Works–Process of Transportation of Modified Bitumen–regarding

Guidelines on use of Polymer and Rubber Modified Bitumen in Road Construction have been laid down in IRC:SP:53 (First Revision–2002). However, the provisions contained in this are not elaborate as far as transportation of modified bitumen is concerned. It is pertinent to note in this regard that in addition to the safety and handling

procedure applicable to normal penetration grade bituminous materials, special attention needs to be given for the transportation of modified bitumen so that there is no deterioration in its quality and its effectiveness is retained. Some of the essential requirements for this purpose are:-

(i) Necessity of having effective re-heating system and circulation devices to maintain the specified temperature of modified bitumen during transit to enable constant circulation of the bitumen, which in turn helps in avoiding settling down of the modifier.

(ii) Necessity to ensure that the modifier does not degrade during the process of transportation.

(iii) To safeguard against segregation of CRMB during long storage.

2. In due consideration of the importance of these aspects, Ministry had constituted a Committee for preparation of specific guidelines on the process of transportation of modified bitumen. A copy of the report of the Committee is enclosed herewith. It is requested that the comments/observations on this may be sent to the Ministry at the earliest so as to reach the Ministry latest by 16.06.2006 for enabling finalization of guidelines in the regard.

(Enclosure to Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways, letter No. RW/NH-33041/2001-S&R (R) dated 16.5.2006)

REPORT

ON

THE PROCESS OF TRANSPORTAION

OF MODIFIED BITUMEN

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS
(DEPARTMENT OF ROAD TRANSPORT & HIGHWAYS)
DECEMBER 2005

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1.	Introduction
2.	Modified Bitumen (CRMB)
3.	Transportation of CRMB
4.	Quality Control Requirements
5.	Suggestions and Recommendations
6.	Annexures

CHAPTER-1

INTRODUCTION

1.1 CONSTITUTION OF THE COMMITTEE

The Ministry of Shipping, Road Transport & Highways (Deptt. of Road Transport & Highways) constituted a Committee on the process of transportation of modified bitumen vide letter No. RWINH-3304113/2001-S&R(R) dated 12.09.2005, a copy of which is given vide **Annex-I**).

1.2 TERMS OF REFERENCE

The Terms of Reference of the Committee are to prepare specific guidelines on:

(i) Process of transportation

(ii) Necessary operations such as agitation and controlled heating during mixing and transportation of modified bitumen.

1.3 COMPOSITION

(i)	Chief Engineer (Standards & Research) MOS, RT&H	**Convenor**
(ii)	Chief Engineer (Mechanical) MOS, RT&H	Member
(iii)	Regional Officer (Bangalore), MOS, RT&H	Member
(iv)	Regional Officer (Chandigarh), MOS, RT&H	Member
(v)	Dr. Sunil Bose, Scientist, CRRI	Member
(vi)	Sh. S.C. Jindal, CGM, NHAI	Member

1.4 MEETINGS

In the first meeting of the Committee held on 27.09.05 various issues relating to mixing and transportation of modified bitumen were discussed. In the second meeting held on 7th December, 2005 the draft report circulated to all the members in detail was discussed. The draft report was approved by the Committee subject to a few modifications to be carried out based on the views expressed by the members. The report has subsequently been modified and finalized incorporating the above suggestions with the approval of the Convenor.

CHAPTER-2

MODIFIED BITUMEN

2.1 GENERAL

The properties of bitumen and bituminous mixes can be improved with the mixing of certain additives (rubber & polymer) which are termed as Bitumen Modiziers and the conventional bitumen mixed with the modifier in the proportion specified to achieve the desired properties is known as "Rubber/Polymer Modified Bitumen". Performance studies carried out by various organisations have revealed that use of modified bitumen in the

construction/maintenance of roads is cost effective and the life of bituminous course laid with the modified bitumen is substantially more in comparison to the life of the bituminous course constructed using conventional bitumen.

2.2 Guidelines/Standards

The advantages of modified bitumen, general requirements of modifiers, type of bitumen modifiers and their indicative dose, application of polymer and rubber modified bitumen, specifications for polymer and rubber modified bitumen, choice of polymer and rubber modified bitumen, design of mixes, handling of modified bitumen mixes at site, controls to be exercised and precautions to be taken have been laid down in the Special Publication No.53 of the Indian Roads Congress (IRC:SP:53-2002) which has been prescribed for being followed for all National Highways works and works on State roads financed by the Central Government.

CHAPTER-3

TRANSPORTATION OF CRMB

3.1 EXISTING GUIDELINES

The detailed guidelines for the transportation of CRMB have not been laid down so far, except that it is mentioned in IRC:SP-53-2002 that modified bitumen may be supplied hot at 125-175°C in insulated tankers with suitable agitating devices. Modified bitumen may also be supplied in packed drums, bags or boxes.

3.2 SPECIAL REQUIREMENTS FOR MODIFIED BITUMEN

Modified bitumen is to be transported and supplied hot. Therefore, the safety and handling procedure which are applicable to hot bituminous materials also apply to the modified bitumen. In addition to above, special attention needs to be given to those aspects which may cause reduction in quality and effectiveness of modified bitumen. These include:

- Effective reheating system and circulation devices are essential to maintain the specified temperature of bitumen during transit to enable constant circulation of the bitumen, which in turn helps in avoiding setting down of the modifier.
- Degradation of the modifier during the transport has to be avoided
- Segregation of CRMB during long storage needs to be avoided.

3.3 REQUIREMENT OF EQUIPMENT

Apart from the use of proper plant and equipment for the manufacture of homogeneous mixture of modified bitumen, adequate and appropriate equipment having necessary fitments and accessories are also required for the transportation and storage of the modified bitumen so as to ensure that modified bitumen retains its properties till it is utilized for the intended construction. The main equipment for transportation and storage are:

3.3.1 Transport Tankers

Modified Bitumen must be transported through insulated bitumen tank lorries specifically fabricated for the bulk carrier having proper arrangement of heating, circulating and pumping accessories. The tanker should have built in fire tubes passing through the molten bitumen to ensure passage of heat generated through gas/ oil burner to raise the temperature of molten bitumen if get cool to maintain its temperature around 160°-170°C during transit. The tanker should have suitable arrangement for pumping out the modified bitumen from tanker through discharge pipe and also circulation pipe during the transit. The discharge and ciculation pipe shall be properly insulated to ensure there is no heat loss during the circulation process. The tanker's body should be insulated with high quality insulation to minimize heat loss during transportation.

3.3.2 Modified Bitumen should be loaded in the tanker at a temperature of maximum of approximate 170°C, but not less than 160° Celsius, at any time. Intermittent circulation of the modified bitumen during transit must

be ensured. The heat loss during transit should be maintained by reheating with the help of gas/oil burners by circulating heat through the fire tubes and should be carried out intermittently. Before off loading the bitumen from bulk carrier/tanker at the hot mix/storage site, it should be ensured that the modified bitumen is properly circulated to ensure a homogenous mix.

3.3.3 When the tanker is empty or the level of modified bitumen falls below the upper part of the fire pipe in the tanker, heating should not be done as it may prove to be hazardous.

3.3.4 It should be ensured that pump, discharge/circulation pipes are cleaned after use to avoid chocking of material. Suitable arrangement to have the chock valves in the pipeline should be made to ensure proper cleaning of the pumps/pipe line.

A sketch of the suggestive Transport Tanker is given vide **Annexure-II.**

3.3.5 Storage Tanker

For the storage of modified bitumen a special type of storage tank is necessary. It is recommended that modified bitumen, particularly CRMB should be used immediately after arrival at site, or soon within short period. During this period, there should be adequate circulation and heating of the CRMB in the storage tankers to ensure maintenance of its temperatures.

The storage tank should be well insulated having proper arrangement for circulation through the circulation pump coupled with motor. To maintain the temperature, the storage tank should have couple of fire tube circulating through the storage tanks and should be heated with a oil burner to pass hot air to maintain the temperature of minimum of 170°C during its storage before its use. The insulation for storage tank should be provided to minimize heat loss during storage.

3.3.6 However, there may be instances when it may not be possible to use modified bitumen immediately after its receipt at site in such situation the modified bitumen needs to be stored for longer period. Under such circumstances it is recommended to allow the bitumen to cool in the tank but before its use. Just before actual use, it should be heated to required viscosity accompanied by proper agitation thorough circulation by taking molten bitumen from the bottom of the storage tank to the top in order to maintain it as a homogenous mixture. When the temperature of the product reaches the prescribed temperature and required viscosity is achieved, the heating should be stopped to avoid the over heating of bitumen.

A sketch of suggested bitumen storage tank is given vide **Annexure-III.**

3.4 Precautionary instruction in equipments

Following instructions should be followed during transportation, storage and use:

(i) Modified bitumen must be heated at the prescribed temperature before it is loaded in the tanker.

(ii) The storage tanker should be well insulated having suitable arrangement for heating and circulation during transit.

(iii) The discharge and circulation pipe should also be well insulated to minimize heat loss.

(iv) Proper capacity pump should be installed to ensure that entire quantity of modified bitumen in the bulk carrier is circulated within half an hour and also tanker is unloaded within half an hour.

(v) Modified bitumen should be circulated and heated before it is unloaded in the storage tank.

(vi) Heating should be stopped before the level of modified bitumen reaches the top of the fire tubes.

(vii) Circulation process should continue till the stock lasts in the transport tanker.

(viii) The pump should be installed at the bottom of the tank and not on the sides.

(ix) The circulation/delivery pipes should be cleaned daily after operation.

(x) Do not stand in front of the discharge value while operating, as hot product may splash or leak.

(xi) Never use naked flame to check the level of bitumen in the tank/tanker.

(xii) Never do decantation with untrained staff.

(xiii) Keep children away from the place of decantation.

(xiv) Keep plenty of water and First Aid Kit available at the site.

3.5 Safety Measures

3.5.1 Bitumen is a hazardous material particularly when in a heated condition. All the prescribed safety standards for transportation and storage of such material shall therefore be followed. Requirements of Rules 129 to 137 of the Motor Vehicle Act, 1989 shall be complied with in respect of display of class label of the hazardous material, emergency information panel, supplying information by consigner to the owner of the vehicle and the driver regarding the material being carried etc. Every driver of a goods carriage transporting such material shall observe at all times all the precautions necessary for prevention of fire, explosion or escape of hazardous goods carried by him while goods carriage is in motion. When it is not being driven, he shall ensure that the goods carrier is parked in a place which is safe from fire, explosion or any other risk and is at all times under the control and supervision of himself or some other competent person above the age of eighteen years.

3.5.2 Fire fighting equipment as per statutory safety standards shall be installed wherever required.

3.5.3 All hot pipes shall be properly insulated and covered with appropriate leggings.

3.5.4 Appropriate cautionary sign boards shall be displayed at all identified risky spots/places.

3.5.5 The crew/labourers associated with handling and blending of modified bitumen should be properly trained.

3.5.6 The crew/labourers associated with handling of bulk bitumen shall be issued with hand-gloves and gum boots etc. In the interest of their own safety, it shall also be ensured that these are used by them while working.

3.5.7 Necessary arrangement for providing first aid in case of emergency should be available at site.

CHAPTER-4

QUALITY CONTROL REQUIREMENTS

4.1 Modified bitumen must be tested for the requirements as per Table vide para 2.5, including testing for viscosity requirement at the following frequencies and situations:

(a) One per batch (batch blending) or two per day (for continuous blending) during blending at site.

(b) Each load delivered to site when blended at the bitumen supplier's terminal.

(c) Beginning of each day from the storage tank when storing the modified bitumen at project site. The sample may be obtained from the discharging pipelines exiting the storage tank prior to its incorporation into the mix.

4.2 Quality control records shall be maintained properly for the modified bitumen at the production center as well as at site where it used in the construction of roads.

4.3 Quality control requirements where CRMB is used in bituminous mixture:

- CRMB must be used in the bituminous mix as soon as it is produced as its quality may start to deteriorate from degradation of rubber. It is therefore, necessary for the CRMB producing agency that a relation between time and viscosity is developed and whenever there is a change in source of bitumen and/or crumb rubber, the same may be repeated.
- Since crumb rubber in CRMB has a tendency to separate from bitumen and settle down, it (CRMB) should be kept to circulate continuously or agitated by mechanical means through high duty pumps during its transportation to HMP and its storage tank.
- Since modified bitumen is substantially stiffer than ordinary bitumen, compaction of bituminous mix containing CRMB should become promptly to adequate compaction in procurement.

4.4 Quality control requirements where CRMB is used in the construction of bituminous pavement:

- Soapy water or silicone emulsion should be sprayed on truck beds so that asphalt mix does not stick to the bed. Use of diesel is not desirable at all for this purpose.
- Since the viscosity of CRMB is more than that of unmodified bitumen, higher mix temperatures are needed to obtain adequate compaction of the pavement.
- CRMB sets faster than unmodified bitumen. Therefore, compaction of asphalt mix should begin promptly after lay down by the paver. If the mix has cooled down, it may not be possible to obtain adequate compaction, which is very important for pavement durability.
- The compaction should be done with conventional and vibratory tandem rollers and pneumatic tyred rollers may be used only in the finished layers.

CHAPTER-5

SUGGESTIONS AND RECOMMENDATIONS

5.1 Some of the states of USA are still using modified bitumen. Particularly CRMB. They have reported very good experience of using modified bitumen till date. Hence, use of modified bitumen in road construction should be encouraged.

5.2 Presently, required facilities for blending modifiers with the conventional bitumen are available at some refineries only in the country, which results in longer haul for transportation of CRMB/PMB. To avoid long distances or time delay it is felt necessary to develop blending facilities at various places.

5.3 The required properties of ground tyre rubber for use in the production of CRMB must be specified through IRC:SP-53-2002.

5.4 Viscosity being the key property of the modified bitumen, rather than temperature, viscosity values applicable to various stages must be specified in the standards and specifications. Further, sufficient training of field staff must be ensured to make the staff familiar with the viscosity tests and other key requirements. Viscosity test must also be included in Table 5 of IRC:SP-53-2002.

5.5 It must be ensured that for the transportation of modified bitumen, the tankers are equipped with high duty circulation pump, controlled heating arrangement, insulation etc. It will be the responsibility of the manufacturer to ensure that the supply of modified bitumen is made through those tankers only which have suitable arrangements as mentioned above. The maximum distance to which modified bitumen can be transported will depend upon the time viscosity curve. If it degrades, viscosity will decrease and it will not meet minimum viscosity requirement.

5.6 The Transportation Tanker and the Storage Tank suggested in this report may be made compulsory by the Organizations using modified bitumen on road works.

5.7 The safety measures and precautions suggested in the report may be prescribed by the User Organizations through guidelines or circulars.

5.8 The manufacturer should maintain adequate quality control record of all blending activities. This

shall include at a minimum the following information for each batch of modified bitumen:

(i) Customer's name
(ii) Delivery date
(iii) CRMB grade
(iv) CRMB producer
(v) CRMB quantity
(vi) Source Ground tyre rubber
(vii) All the requisite test results including viscosity and viscosity time graph

5.9 Manufacturers of modified bitumenj shall provide the above details (para 5.6) to the user agency and shall certify that for each load delivered to project site, modified bitumen has been produced in accordance with laid down requirements.

5.10 User agency should carry out all the requisite tests including viscosity test at the time of taking delivery of modified bitumen and the test results be properly documented and published in various highways magazines/journals etc. for the use of researchers.

No. RW/NH-33040/3/2001-S&R(R) **Dated, the 21st December, 2005**

OFFICE MEMORANDUM

Subject : Constitution of a Committee on the Process of Transporation of Modified Bitumen

Kindly refer to Ministry's letter of even no. dated 12th September 2005 on the subject cited above.

2. I have great pleasure in submitting the Report of the Committee on the process of Transportation of Modified Bitumen. The report covers hte requiremnets of transportation of modified bitumen in detail including the details of main equipment required for transportation and storage of modified bitumen.

3. We are hopeful that following the suggestions/recommendations of the Committee by the executing agencies, the transportation of modified bitumen will be safer and will maintain its original properties.

4. I would like to take this opportunity to express my sincere thanks to the members of the Committee for giving useful suggestions and also Shri Kamlesh Kumar, Superintending Engineer (S&R) whose inputs and suggestions have been very useful in finalizing this Report.

No. RW/NH-33041/3/2001-S&R(R) **Dated, the 12th September, 2005**

NOTICE

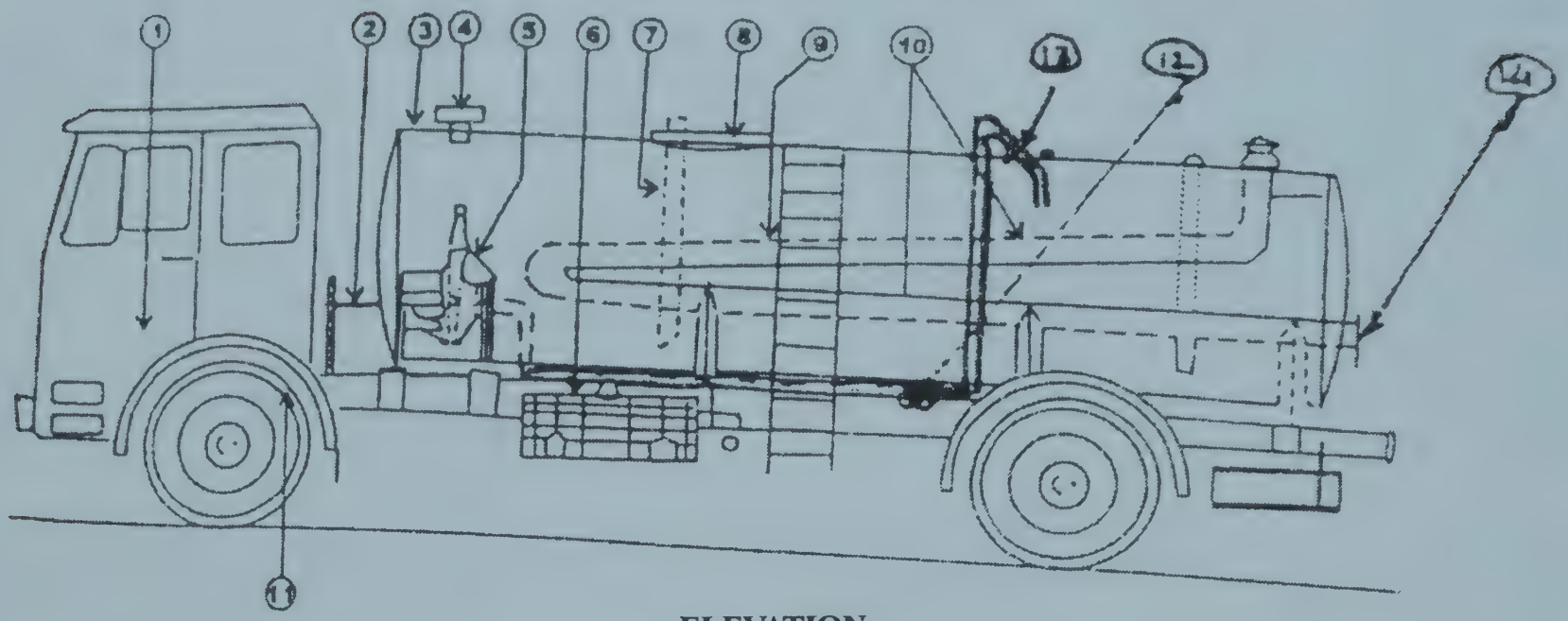
Subject: Constitution of a Committee on the process of transportation of modified bitumen.

With the approval of the competent authority, it has been decided to consitute a Committee consisting of the following for preparing specific guidelines on the process of transportation as well as necessary operations such as agitation and controlled heating of modified bitumen during transportation and mixing.

(i)	Chief Engineer (Standards & Research) MORT&H	–	Convenor
(ii)	Chief Engineer (Mechanical) MORT&H	–	Member
(iii)	Regional Officer, Bangalore MORT&H	–	Member
(iv)	Regional Officer, Chandigarh MORT&H	–	Member
(v)	Representative from CRRI	–	Member
(vi)	Representative from NHAI, HQ	–	Member

2. The Committee is requested to furnish its recommendations within two months.

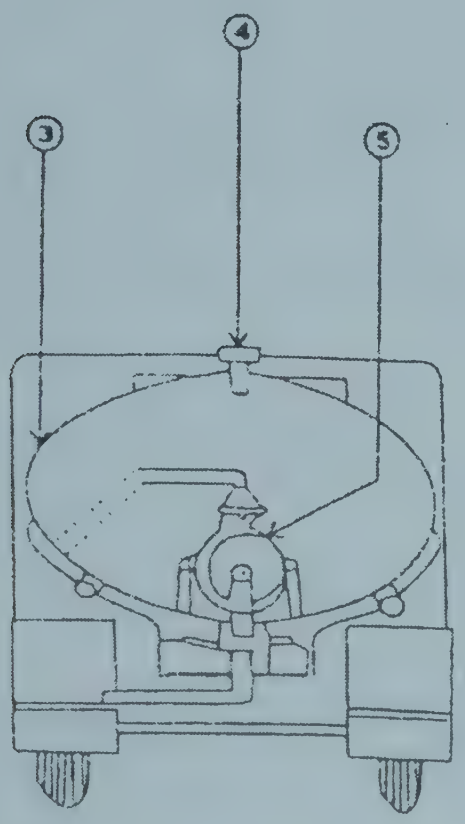
Bitumen Transportation Tank General Construction



ELEVATION

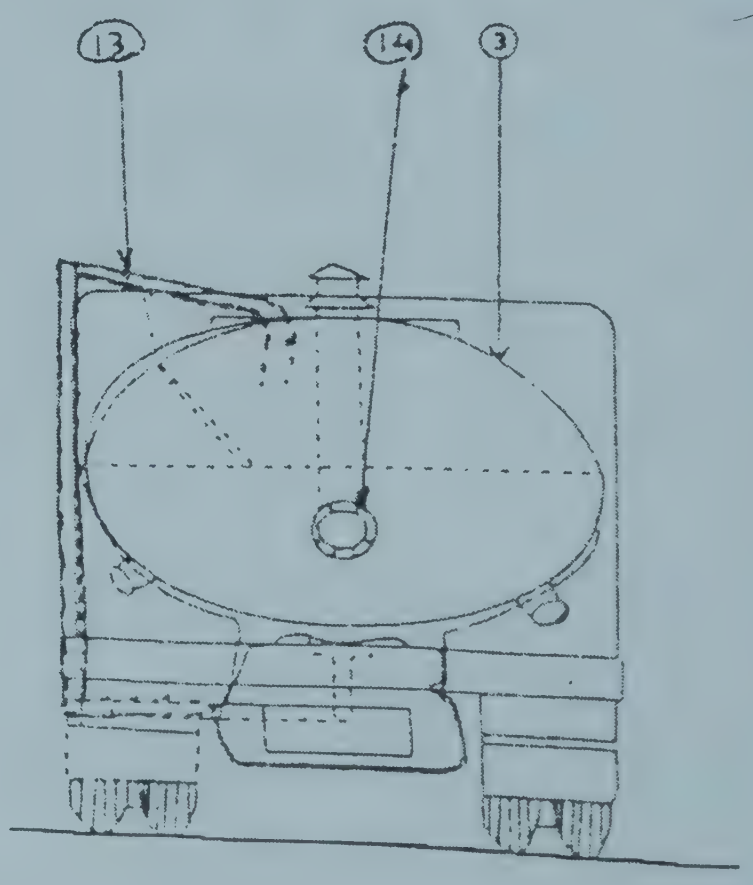
1. Engine
2. Power Take off Shaft
3. Tank
4. Pressure Vent
5. Pump
6. Diesel Tank
7. Tank Content Gauge
8. Mainhole Cover
9. Thermometer
10. Flue Pipe
11. Passenger Take off arrangement
12. Discharge valve
13. Circulation pipe
14. Fitmgnt for oil/gas B

Bitumen Transportation Tank General Construction



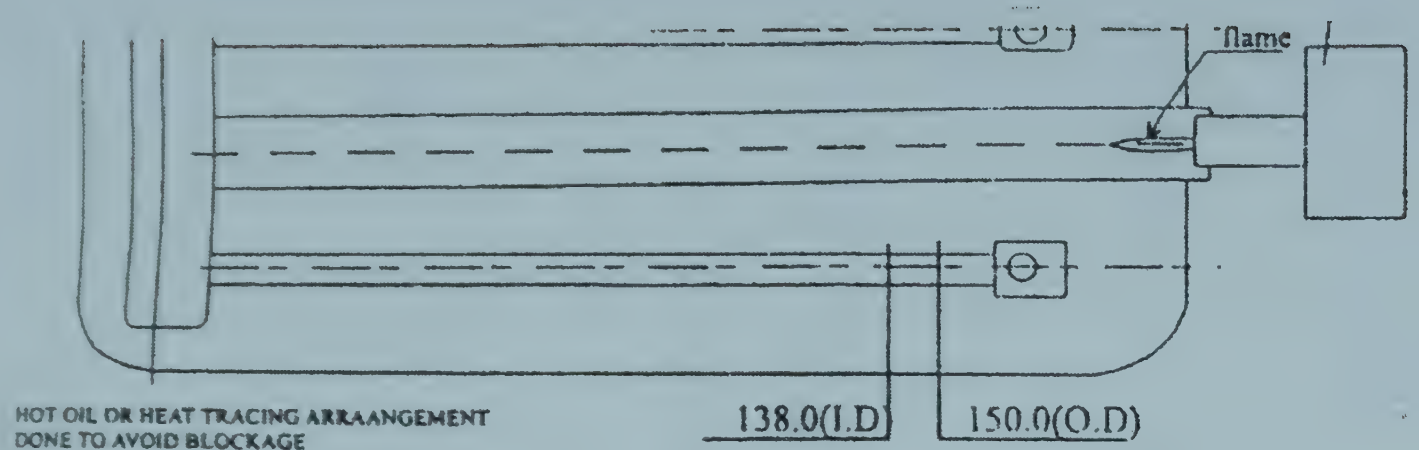
Sectional Elevation

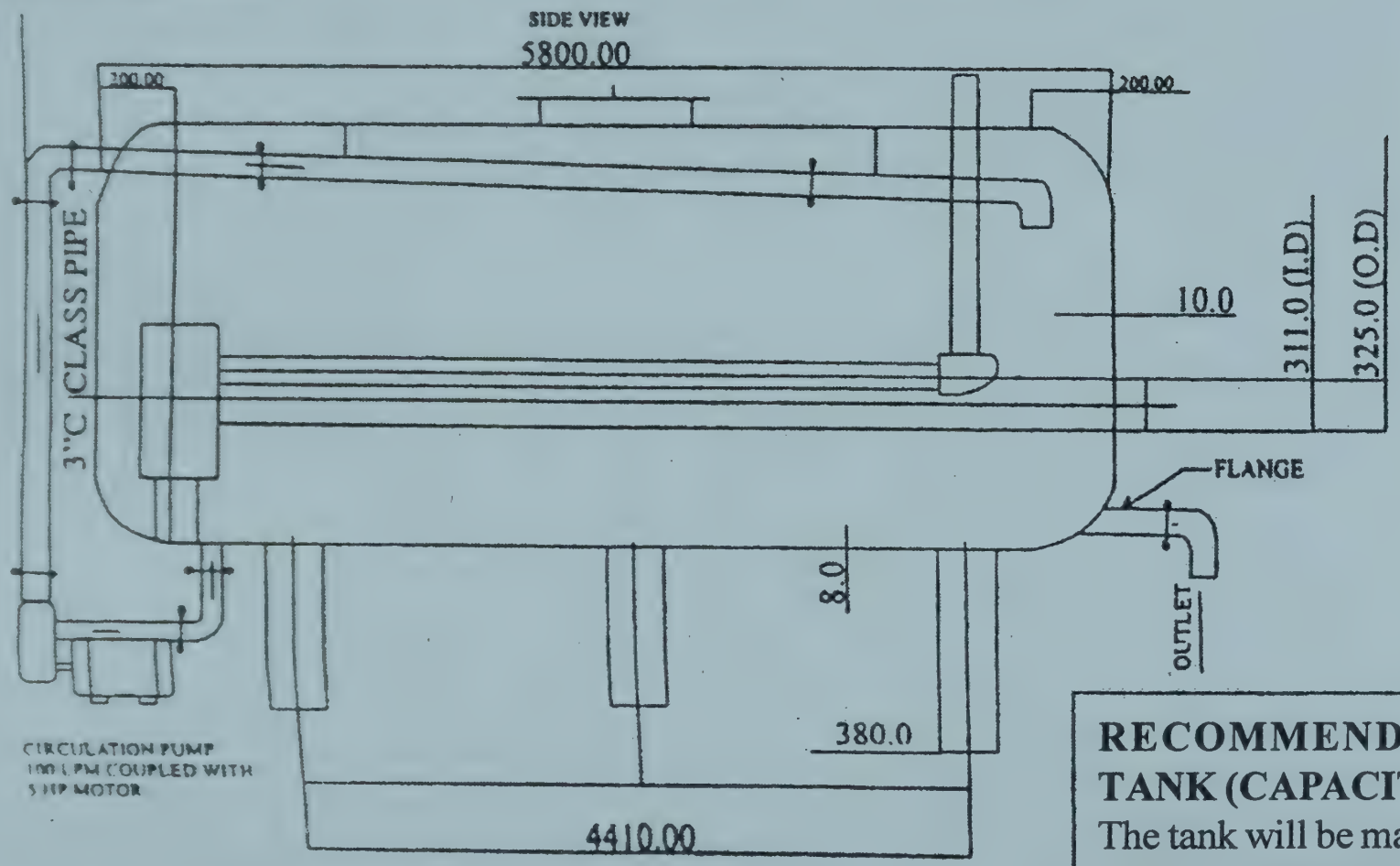
3. Tank
4. Pressure vent
5. Pump

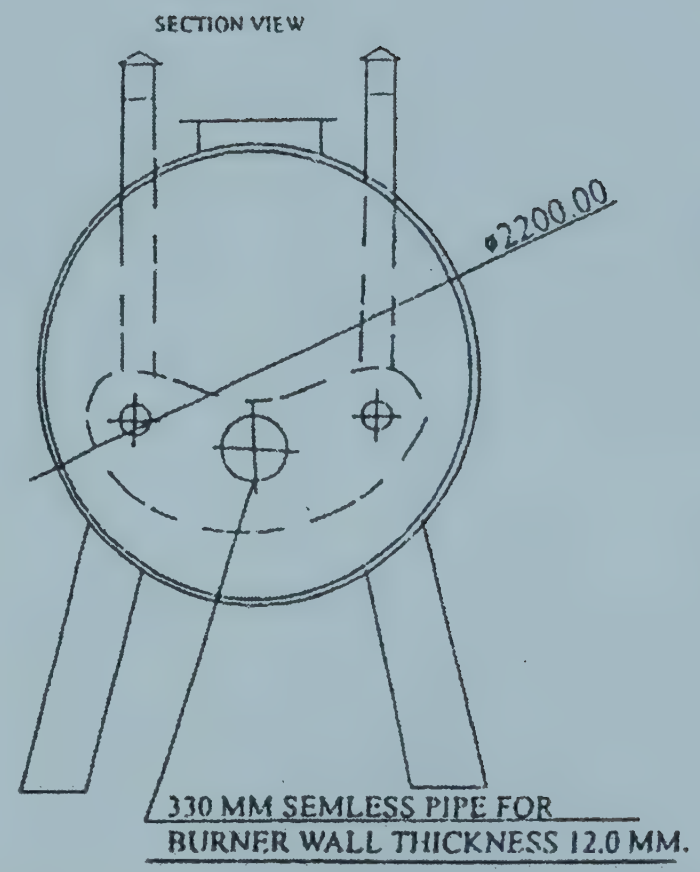


End View

3. Tank







RECOMMENDATIONS FOR BITUMEN STORAGE TANK (CAPACITY 20 MT)

The tank will be made from plates of 8 mm thickness with Dish end of 10 mm thickness mounted on both sides. The dimension of the tank would be L-5800 mm, Diameter-2200 mm, height-2550 mm and it will be mounted on six foundation foots of 12 mm & 18 mm thickness. The heating arrangement will be through burner & pipes. A recycle arrangement will be made through a drain fixed in the bottom of the tank which will be fitted with a 'Rotodel' pump having capacity of 100 LPM and Motor of 5 HP. Separate arrangement will be made for feeding the plant through separate two way value. The tank is insulated with 3 mm glass wool. Existing tanks fitted with pumps for circulating the product can also be used.

404.37

No. RW/NH-33041/2001-S&R (R) **Dated, the 29th June, 2006**

To

The Engineer-in-Chief and Chief Engineers of State PWDs and UTs (Dealing with National Highways and other Centrally sponsored schemes); The Chairman, National Highways Authority of India; The Director General (Border Roads); The Director, Central Road Research Institute

Subject : Use of Rubber and Polymer Modified Bitumen in Road Works–Components and Features of PMB/ CRMB producing Plant–regarding

This Ministry has, from time to time, issued several circulars stipulating guidelines on the use of rubber and polymer modified bitumen in the works pertaining to National Highways and centrally sponsored schemes. The IRC:SP:53 (First Revision–2002) on Guidelines on Use of Polymer and Rubber Modified Bitumen in Road Construction deal with use and advantages of modified bitumen, types of modifiers, including their specifications, applications, choice of appropriate grade, handling at site, precautions needed during their use details of various tests etc.

2. Vide The Ministry's letter of even no. 03.01.2006, the extant stipulations of para 7.7 of IRC:SP:53-2002 regarding procurement of modified bitumen from refinery sources or blended at approved central plants or made by appropriate mobile blending plants with site testing facility were reiterated. Further, it was stipulated that the provisions of IRC:SP:53-2002 as amended from time to time may be used for the National Highways and other centrally sponsored schemes. In this regard, it may be noted that the Ministry has initiated the process of approval of Central/Mobile blending plants for manufacture of modified bitumen.

3. Commensurate to the above mentioned developments, a draft specification on the components and features of PMB/CRMB producing plant is enclosed herewith. It is requested that the comments/observations on this draft may be sent to the Ministry at the earliest so as to reach the Ministry latest by 31.7.2006 for enabling finalizing the same.

Components and Features of PMB/CRMB Producing Plant

The production plant required for the preparation of PMB/CRMB shall be installed at the appropriate site having facilities of power, loading/unloading storage, and a laboratory well equipped with testing equipments for testing various properties of the modified bitumen. The plant should have following basic components:

(i) Mixing tank with agitators for pre-mixing of bitumen and polymer/crumbed rubber..

(ii) Auto-electric Burner/Heat Exchanger for controlled beating of bitumen.

(iii) Bitumen pumps for feeding bitumen.

(iv) Screw conveyors for feeding polymer/crumbed rubber granules.

(v) High shear mill for forming collonidal mix of bitumen and polymer/crumbed rubber.

(vi) Metering arrangements for controlled feeding of bitumen and polymer/crumbed rubber granules.

(vii) Control Room housing the control system for plant operation.

(viii) PMB/CRMB Storage Tanks with agitators for Plants other than in-line type.

(ix) Thermic Oil Tank and thermic oil circulation system.

The plant should have following basic Additional Components:

(x) Dosage pumps for feeding flux dosage to bitumen before feeding the fluxed bitumen.

(xi) Metering arrangements for controlled dosage of flux.

Brief description of the components is as under:

(i) **Mixing Tank**

The mixing tanks are having various capacities ranging between 5 ton, 10 ton, 15 ton, 25 ton and 50 ton or the combination of above capacities. Mixing tank up to the capacity of 15 ton can be installed to the vertical position, whereas the bigger plant shall be installed in the horizontal position. Mixing tanks main shall be provided with agitator for pre-mixing of bitumen and polymer rubber. All tanks are equipped with a heating system which is through circulation pipes and work as heat exchanges. The tank has measuring devices for measuring quantity of bitumen in tank and in let lid for feeding of polymer/crumb rubber. Smaller plant up to 15 ton may have 1 agitator whereas bigger plant shall have a minimum of 2 agitators for the homogeneous mixing of polymer/crumb rubber.

(ii) **Auto electric burner/Heat exchanger**

For the controlled heating of bitumen all heat input system are in the form of fuel fire burners or thermic oil circulation system or through electrical heating coil. This should have automatic feed back of heat input so as to maintain temperature of modified bitumen with ±1°C.

(iii) **Bitumen Feed Pump**

The Bitumen Pump should be a position displacement type with thermic oil jacketing of pump and pipelines. The Bitumen pipeline shall be installed with flow meters in all in let and delivery pipelines or proper load cell arrangement have to be there for accurate measurement of bitumen inflow to the mixing tank. Flow meters/load cell should have accuracy of about ± 0.5%. The flow meter should have counter for local read out load cells and transmitter for display in Control Panel.

(iv) **Screw/Belt Conveyor**

For feeding of polymer/Crumb rubber, there should be a Screw Conveyor for smaller plants and may have a Belt Conveyor for the larger plants. The conveyor should be equipped with weighing system for feeding polymer/Crumb rubber granules in the mixing chamber and there shall be loading Cells linked to the display panel available in the control room.

(v) **Homogenous Mill (High Shear Mill)**

The high shear mill should have rotor and stator arrangement of adequate power (HP/KW) and RPM to achieve homogenous mixing of polymer/crumbed rubber with bitumen. It should have a micrometric setting of rotor and stator gap with 0.1 mm step. It shall be driven by high powered rotor to generate stern action.

(vi) **Metering Arrangement for the Controlled Feeding**

Both bitumen as well as polymer/crumbed rubber are to be regulated through measuring devices. In flow/out flow bitumen is controlled by flow meters/load cell installed in the pipe lines load cells. Hence, feeding of polymer/crumbed rubber granules is controlled by weighing system in the form of load cells/digital display of net output of the polymer/crumb rubber granules.

(vii) **Control Room**

The control room should have a PLC/PC based Computerized Control System (CCS) and a Manual Logic System as back up with digital display units for all process variables. The display panel of control room should have alarms for high/low level in tanks, high/low temperatures of bitumen/thermic oil, control/speed of motors, quanity in flow and out flow of bitumen and that of CRMB/polymer. The panel should also have intercom system with the operators and also emergency stopping system in case of emergency.

(viii) **Thermic Oil Tank and Thermic Oil Circulation System**

For the pre-heating of oil, there should a thermic oil heating system which should heat the oil to the desired temperature so that the heated oil is circulated through the bitumen to raise its temperature about a minimum 170°C. The system cal also have a controlled burner to raise the temperature of heating oil. The display panel of Thermic Oil Tank should indicate the maximum temperature heated rate of flow of oil, its quantity inside tank.

(ix) **PMB/CRMB Storage Tank**

The plant should have a suitable capacity storage tank well equipped with heating arrangement by hot oil circulation system and stirrer/agitator which is away from the on line production of PMB/CRMB. The agitator can be in the form of pedals fitted at a spiral agitator or set of pedals fitted on the vertical shapes of the shaft. The storage tank should have loading/unloading facility with all safety arrangements.

(x) **Safety and Warning System**

The mixing tank should have level census monitoring level of bitumen in the pre-mixing tank and automatic high level shut down system to avoid over-loading of mixing tanks.

There should proper railing on all ladders walk ways and siren system to indicate any emergency. All pipes should be well insulated and there should be no leakage of any kind at any stage. All pumps, valves should be indicated in red colour so that they are visible prominently and are handled with care.

Additional Items

(i) **Flux Dosage Pump and Feeding System**

Certain Bitumen modification may sometimes need certain types of chemicals/additives to reach certain properties of bitumen. These fluxes are added at the time of mixing. The mixing should have dosage pump and measuring devices arrangement for the controlled dose of flux.

(ii) **Laboratory**

Each plant must have a well equipped laboratory having all lab instruments and apprentice needed to know the properties of bitumen as well as that of modified bitumen, as described in various IRC/IS Codes.

(iii) **General Storage and cleanliness**

The plant should have arrangement for storage of modified bitumen for transportation, loading/unloading system for both bulk/stored modified bitumen and weighing system both for packed and bulk transportation of modified bitumen.

(iv) **Transportation of Modified Bitumen**

Very long distance transportation of CRMB/PMB is generally discouraged. The tanker carrying CRMB/ PMB shall be fitted with agitators/circulation system and indirect heating system through hot oil circulation/burners. Direct heating of PMB/CRMB to be avoided in all respect.

404.38

NO. RW/NH-33041/3/2001-S&R (R)-VOL. III *Dated, the 4th August, 2008*

To

Secretary/Chief Engineer/Engineer-in-Chief of State PWDs dealing with National Highways; The Chairman, National Highways Authority of India; Director General, Border Roads; The Secretary General, Indian Roads Congress; The Director, NITHE; The Director, CRRI.

Subject : Paving Bitumen–Specification (Third Revision) – published by Bureau of Indian Standards in July 2006 – reg. Use of viscosity grade bitumen in road construction

Bureau of Indian Standards has revised the specificatons of paving bitumen with publication of IS 73:2006 (Paving Bitumen-Specification (Third Revision) in July 2006. This Specification, inter-alia, specifies the Grades of Paving Bitumen, based on viscosity as against the previous grading based on penetration in IS 73:1992.

2. As per IS:73-2006, paving grade bitumen have been classified into 4 types, viz. VG-10, VG-20, VG-30 & VG-40. The minimum absolute viscosity (in Poises) of these 4 grades at 60^0 C are 800, 1600, 2400 & 3200 respectively when tested in accordance with IS:1206 (Part-2). In other words, index of VG multiplied by 80 gives the minimum absolute viscosity (in Poises) of the particular grade of bitumen at 60°C. From the comparison of the requirements for paving bitumen as per IS:73-2006 with that of IS:73-1992 (as amended in 2002), VG-30 may replace 60-70 penetration grade bitumen; similarly, VG-10 & VG-40 may replace 80-100 and 30-40/40-50 penetration grade bitumen respectively. As regards VG-20, this may be considered for special cases only.

3. The Flexible Pavements Committee of the IRC has since given their recommendation for issuing the corrigendum in this regard to Section 500 of the Ministry's Specifications for Road & Bridge Works–2001 (Fourth Revision). Considering the above, it has been decided that all future estimates for road projects in central sector shall provide for viscosity grade bitumen as per IS:73-2006. However, during the transition period, for the ongoing projects/projects sanctioned with a particular penetration/viscosity grade of bitumen, the equivalent viscosity/penetration grade of bitumen as per para 2 above may be allowed depending on availability.

406.18

No. RW/NH-33044/1/2002-S&R (R) **Dated, the 21st May, 2002**

To

Secretary, PWDs of all State Govts/U.Ts (dealing with National Highways); Engineer-in-Chief/Chief Engineer of all States Govt./U.Ts (dealing with National Highways)

Subject: Facilities for persons with disabilities

I am directed to refer to this Ministry's letter of even No. dated 31st January, 2001 on the above subject. As may be seen therefrom, the extracts of Section 45 of "The Persons with Disabilities (Equal Opportunities Protection of Rights and Full Participation) Act 1995" have been reproduced in the aforesaid letter of this Ministry, with a request to make provisions for the facilities mentioned at sub-paras (a), (b), (c) and (f) at all the vulnerable points falling on National Highways under your jurisdiction. You are requested kindly to send a Status Report on the action taken thereon to this Ministry by 31st May 2002 positively.

406.19

REMINDER

No. RW/NH-33044/1//2002-S&R (R) **Dated, the 5th August, 2005**

To

Secretary, PWDs of all State Govt/UTs (dealing with National Highways); Engineer-in-Chief/Chief Engineer of all states Govts/UTs (dealing with National Highways)

Subect : Facilities for persons with disabilities

Section 45 of "The Persons with Disabilities (Equal Opportunities Protection of Rights and Full Participation) Act 1995" reads as follows:

The appropriate Governments and the local authorities shall, within the limits of their economic capacity and development, provide for:

(a) installation of auditory signals at red lights in the public roads for the benefit of persons with visually handicap;
(b) causing curb cuts and slopes to be made in pavements for the easy access of wheel chair users;
(c) engraving on the surface of the zebra crossing for the blind or for persons with low vision;
(d) engraving on the edges of railway platforms for the blind or for persons with low vision;
(e) devising appropriate symbols of disability;
(f) Warning signals at appropirate places.

In continuation of Ministry's letter of even No. dated 21.05.2002 on the above mentioned subject regarding sending of Status Report on the action taken as per above to the Ministry.

Vide Ministry letter No. RW/NH-33044/8/2001-S&R (R) dated 31.01.01 (Copy enclosed for ready reference) which is the extracts of section 45 of the Person with Disabilities (Equal Opportunities. Protection of Rights & full participation) Act 1995 you have been requested to make provisions for the facilities mentioned at sub-para (a), (b), (c) and (f) at all the venerable points falling on National Highways under your Jurisdiction.

Therefore, you are again requested kindly to send Status Report on the action taken thereon to this Ministry urgently.

(Enclosure to Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways, letter No. RW/NH-33044/1/2002-S&R (R) dated 5.8.2005)

No. RW/NH-33044/8/2001-S&R(R) **Dated, the 31st January, 2001**

To

Secretary, PWDs of all State Govt/UTs (dealing with National Highways); Engineer-in-Chief/Chief Engineer of all states Govts/UTs (dealing with National Highways); The Chairman, National Highway Authority of India; The Director General Border Roads.

Subject : Facilities for persons with disabilities.

Section 45 of 'The Persons with Disabilities (Equal Opportunities Protection of Right and Full Participation) Act 1995' reads as follows:

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(c) engraving on the surface of the zebra crossing for the blind or for persons with low visions;
(d) engraving on the edges of railway platforms for the blind or for persons with low vision;
(e) devising appropriate symbols of disabilitty;
(f) Warning signlas at appropriate places.'

It si requestd that provisions for the facilities mentioned at sub-para (a), (b) (c) and (f) above may be made at all the vulnerable points falling or National Highways under your jurisdiction. These facilities should be included in the design National Highways where justified.

406.20

No. RW/NH-33044/1/2002-S&R (R) **Dated, the 19th January, 2007**

To,

Secretaries of PWD of all State Governments/UTs dealing with Natinal Highways; Engineer-in-Chief/ Chief Engineer of all Sates/UTs dealing with National Highways; The Chairman, National Highways Authority of India; The Director General (Border Roads)

Subject: Facilities for Persons with Disabilities-Status Report-reg

In continuation of Ministry's letter of even no. dated 21.05.2002, 7.4.2003 and 05.08.2005 on the above mentioned subject regarding sending the status report on the action taken.

2. Ministry vide letter No. RW/NH-33044/8/2001-S&R(R) dated 31.01.2001, which is the extract of Section 45 of the "persons with disabilities (equal opportunities, protection of rights and full participation) Act 1995", the implementing agencies were requested to made provisions for the facilities mentioned at sub-paras (a) (b) (c) & (f) at all vulnerable points falling on National Highways under their jurisdiction. But the same is still awaited from your end. You are therefore, again requested to send the status report on the action taken thereon to this Ministry urgently.

406.21

No. RW/NH-33044/1/2002-S&R (R) *Dated, the 21th January, 2008*

To,

Secretary, PWDs of the State Govt./U.Ts (Dealing with National Highways), Engineer-in-Chief/Chief Engineer of all State Govts/UTs (Dealing with National Highways).

Subject : Facilities for persons with disabilities.

Ministry vide letter No. RW/NH-33044/8/2001-S&R (R) dated 31.01.2001 which is the extract of Section 45 of the "Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995" have requested to make provision for the facilities mentioned at sub-para (a), (b), (c) and (f) at all the venerable points falling on National Highways under your Jurisdiction.

2. Ministry vide letter dated 21.05.2002, 7.04.2003, 5.08.2005 and 19.01.2007 have requested to send action taken report on the progress made in providing facilities for disabled persons. No report has been received so far.

3. It is again requested to kindly submit Status Report on the action taken thereon this Ministry urgently.

407.27

No. RW/NH-33044/1/2001-S&R (R)-Vol. III *Dated, the 29th November, 2006*

To,

The Chairman, National Highways Authority of India; The Secretary-General, Indian Roads Congress; The Director, Central Road Research Institute; The Director, NITHE.

Subject : Ministry of Shipping, Road Transport & Highways Specifications for Road and Bridge Works (Fourth Revision) 2001-proposed Corrigendum to Section 500 on "Base and Surface Courses (Bituminous)" and other Relevant Section-reg.

Bureau of Indian Standards (BIS) has revised the Specifications of Paving Bitumen with publication of IS:73-2006 [Paving Bitumen-Specification (Third Revision)] in July 2006. This specification, inter-alia, specifies the Grades of Paving Bitumen, based on viscosity as against the previous grading based on penetration in IS:73-1992.

2. As per IS:73-2006, paving grade bitumen have been classified into 4 types, viz. VG-10, VG-20, VG-30 & VG-40. The minimum absolute viscosity (in Poises) of these 4 grades at 60°C are 800, 1600, 2400 & 3200 respectively when tested in accordance with IS:1206 (Part-2). In other words, index of VG multiplied by 80 gives the minimum absolute viscosity (in Poises) of the particular grade of bitumen at 60°C. From the comparison of the requirements for paying bitumen as per IS:73-2006 with that of IS:73-1992 as amended in 2002, as indicated in Annexure to this letter, it appears that VG-30 may replace 60-70 penetration grade bitumen; similarly, VG-10 & VG-40 may replace 80-100 and 30-40/40-50 penetration grade bitumen respectively.

3. Based on feedback from NHAI, IRC, CRRI etc. to above proposed equivalents, a draft corrigendum to relevant sections of the Ministry's Specifications will be circulated. However, it may be noted here that the present requirements for physical properties of binder for Mastic Asphalt (Table 500-29 of Ministry's Specifications for Road and Bridge Works (Fourth Revision 2001) inter-alia stipulated Penetration requirement of 15±5 at 25°C when tested in accordance with IS:1203. In the absence of commensurate viscosity grade of bitumen in IS:73-2006, these provisions are proposed to be retained unchanged. Similarly the evaluation to bitumen for recycling of bituminous pavement (Clause 517.2.26 of the Ministry' Specifications for Road and Bridge Works (Fourth Revisions 2001) inter-alia stipulate that when the amount of reclaimed bituminous materials to be used in the mixture exceeds 10%, the penetration value of the recovered binder from the reclaimed bituminous materials to be used in the mixture exceeds 10%, the penetration value of the recovered binder from the reclaimed bituminous material, before mixing, shall exceed 15 pen, after recovery of binder in accordance with the requirements of BS:2000: Part 397, when tested in accordance with IS:1203. This requirement has also been retained as it is.

4. It is requested that comments on the proposed equivalents referred in para 2 above, and other comments, if any, may be sent at the earliest and preferably within one month to this Ministry.

(Enclosure to Ministry of Shipping, Road Transport and Highways (Deptt. of Road Transport & Highways letter No. RW/NH-33041/3/2001-S&R (R)-Vol. 111 dated 29.11.2006).

Annexure

Requirements for Paving Bitumen as per IS:73-2006

Sl. No.	Characteristics	Paving Grades				Methods of Test, Ref to IS No.
		VG10	VG20	VG30	VG40	
(1)	(2)	(3)	(4)	(5)	(6)	(7)
i)	Absolute viscosity at 60°C, Poises, Min	800	1600	2400	3200	IS 1260 (Part 2)
ii)	Kinematic viscosity at 135°C, cST, Min	250	300	350	400	IS 1206 (Part 3)
iii)	Flash Point (Clevelant open cup), °C, Min	220	220	220	220	IS 1209
iv)	Solubility in trichloroethylene, percent, Min	99.0	99.0	99.0	99.0	IS 1216
v)	Penetration at 25°C, 100g, 5s, 0.1 mm	80-100	60-80	50-70	40-60	IS 1203
vi)	Softening point (R&B), °C, Min	40	45	47	50	IS 1205
vii)	Tests on residence from thin-film over tests/RTFOT					
	1) Viscosity ratio at 60°C, Max	4.0	4.0	4.0	4.0	IS 1206 (Part 2)
	2) Ductility at 25°C, cm, Min, after thin-film over test	75	50	40	25	IS 1208

Annexure

Requirements for Paving Bitumen as per IS:73-2006

Sl. No.	Characteristics	Paving Grades				Methods of Test, Ref to IS No.
		VG10	VG20	VG30	VG40	
(1)	(2)	(3)	(4)	(5)	(6)	(7)
i)	Absolute viscosity at 60°C, Pises, Min	800	1600	2400	3200	IS 1260 (Part 2)
ii)	Kinematic viscosity at 135°C, cST, Min	250	300	350	400	IS 1206 (Part 3)
iii)	Flash Point (Clevelant open cup), °C, Min	220	220	220	220	IS 1209
iv)	Solubility in trichloroethylene, percent, Min	99.0	99.0	99.0	99.0	IS 1216
v)	Penetration at 25°C, 100g, 5s, 0.1 mm	80-100	60-80	50-70	40-60	IS 1203
vi)	Softening point (R&B), °C, Min	40	45	47	50	IS 1205
vii)	Tests on residence from thin-film over tests/RTFOT					
	1) Viscosity ratio at 60°C, Max	4.0	4.0	4.0	4.0	IS 1206 (Part 2)
	2) Ductility at 25°C, cm, Min, after thin-film over test	75	50	40	25	IS 1208

Requirements for Paving Bitumen Type 1 as per IS:73-1992

Sl. No.	Characteristics	Requirements for Grades						Methods of Test Ref to
		S35	S45	S55	S65	S90	S200	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
i)	Specific gravity at 27°C Min.	0.99	0.99	0.99	0.99	0.99	0.99	IS 1202:1978
ii)	Water percent by mass. Max.	0.2	0.2	0.2	0.2	0.2	0.2	IS 1211:1978
iii)	Flash point, Clevelant open cup, °C. Min	175	175	175	175	175	175	IS 1448 (P:69) 1978
iv)	Softtening point °C	55-65	50-60	50-60	45-55	40-55	30-45	IS 1205:1978
v)	Penetration at 25°C 100 g. 5 Sec., 1/10 mm	30-40	40 to 50	50 to 60	60 to 70	80 to 100	175 to 225	IS 1203:1978
vi)	Penetration ratio[1], Min	42	40	40	35	30	20	
vii)	Ductility at 27°C, cm, Min	50	75	75	75	75	–	IS 1208:1978
viii)	Paraffin was content, percent by mass, Max	4.5	4.5	4.5	4.5	4.5	4.5	IS 10512:1983
ix)	Frass breaking point[2] °C, Max	-4	-4	-6	-6	-8	-10	IS 9381:1979
x)	Loss on heating, thin film oven test, percent by mass Max	1	1	1	1	1	2	IS 1212:1978
xi)	Retained penetration after thin film oven test, 25°C, 100g, 5 Sec. 1/10 mm per cent of original, Min	55	55	52	52	47	42	IS 9382:1979
xii)	Matter soluble in tricholreoethylene, percent by mass. Min	99	99	99	99	99	99	IS 1216:1978
xiii)	Viscosity at:							
	a) 60°C Poises	5000+ 1000	4000+ 800*	3000+ 600	2000+ 500*	1000+ 250*	250+ 50	IS 1206 (Part 2): 1978
	b) 135°C cst, Min	500	400	350	300	250	125	IS 1206 (Part 3): 1978

1 Penetration ratio = $\frac{\text{Penetration at 4°C, 200g 60s} \times 100}{\text{Penetration at 25°C, 100g 5s}}$

2 This characteristic is subject to the agreement between the supplier and the purchaser

* Amendment No. 3 October, 2002.

601. TRAFFIC CENSUS

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
601.8	NH-14019/2/2005-P&M dated 17.01.2005	Collection of Traffic Census Data	601/26 to 27
601.9	RW/NH-33044/39/2000-S&R (R), dated 11.05.2005	Finalisation of Traffic Count Stations on National Highways	601/27 & 28
601.10	RW/NH-33044/39/2000-S&R (R), 03.06.2005	Collection of Traffic Census Data--Modalities reg.	601/28
601.11	RW/NH-33044/39/2000-S&R(R), 13.07.2005	Collection of Traffic Census Data--Modalities reg.	601/29
602.	**ROAD SIGNS AND MARKINGS**		
602.49	No. RW/NH-34016/6/92-S&R(R), dated 31.03.2005	Tentative Specificaions for Cold Applied Reflective Road Marking Paint	602/68 to 72
602.50	RW/NH-33044/10/2002-S&R (R) dated 31.10.2005	Display Boards on all Works taken up on National Highways	602/72
602.51	RW/NH-33044/10/2002-S&R (R) dated 23.11.2005	Display Boards on all Works taken up under Central Road Fund	602/73 & 74
602.52	RW/NH-33044/1/2007-S&R (R) dated 24.10.2007	Provision of Traffic Signs (including Variable Message Signs) and Pavement Marking on National Highways and other roads Improved/Developed under Centrally Sponsored Schemes.	602/74 to 84
603.	**KILOMETER STONES**		
603.14	RW/NH-33044/27/2004-S&R (R) dated 12.4.2006	Use of language on Kilometer Stones and Sign Boards on National Highways	603/14 & 15
603.15	RW/NH-33044/27/2004-S&R (R) dated 8.6.2006	Use of language on Kilometer Stones and Sign Boards on National Highways	603/15 & 16
603.16	RW/NH-33044/27/2004-S&R (R) dated 28.6.2006	Numbering of Kilometer Stones on National Highways	603/16
604.	**HIGHWAY SAFETY-RAILING/BARRIERS/SPEED BREAKERS**		
604.35	RW/NH-33014/23/2007-S&R(R) dated 31.10.2008	Traffic Safety measures on approaches to narrow Road Over Bridges (ROBs).	604/38 to 42

601.8

No. NH-14019/2/2005-P&M **Dated, the 17th January, 2005**

To

The Chief Engineers of States/UTs dealing with National Highways; The Director General (Border Roads)

Subject : Collection of Traffic Census Data

The present total length of National Highways is about 65,569 kms. out of which about 14,270 km is being developed under National Highways Development Programme (NHDP). The balance length of about 41,000 kms is, at present, being developed and maintained by the respective State PWD. The Ministry is requesting all the State Govts. for furnishing the traffic census data for these National Highways bi annually. Up-to-date traffic census data is of fundamental requirement for any planning purpose. In this connection, Secretary (RT&H)'s D.O. No. RW/NH-33044/39/2000-S&RP Pt. dated 30.9.2003 may be referred. However, for one reason or other the up-to-date traffic census data for all the National Highways is not being received from all the States.

It has been decided to collect, on a crash programme basis the up-to-date traffic census data of all the National Highways excluding NHDP section. This data is required by the first week of February, 2005. The latest available data i.e. collected during last six months, in this regard, may be forwarded immediately. The traffic census on the balance length of the National Highways where census have not been conducted in the recent past are to be done on immediate basis. The data should be on the basis of 7 days traffic counts and to be compiled as per the Ministry's Circular No. NH-26011/1/1999-PL dated 31st December, 1999. The count station for the traffic census should be established in such a way that it covers a section of a National Highway of uniform traffic between two major intersections, with a maximum length of 50 km and is located outside the local influence of the urban/city traffic. The Regional Officer/Engineer Liaison Officer concerned of the Ministry is to be associated for collection of this data. The local Engineering Colleges/University, if required, may be assigned for collection of data.

The cost of collection of this data in case latest data is not available, would be reimbursed/paid by the Ministry. The cost estimate, if required, for such collection of data may also be furnished immediately to the Ministry for approval.

The data may be furnished in the format of weekly traffic summary **(Annex-1)** and in terms of PCUs and No. of CVS of the National Highway Sections as per **Annex-II.** For immediate purpose, the latest available traffic data may be sent as per **Annex-III** by retrun fax.

It is requested that urgent necessary action may be taken up immediately and the traffic census data of all the National Highways entrusted to State Government in your State may be furnished to Ministry by the first week of February, 2005.

(Enclosure to Ministry of Shipping, Road Transport & Highways, (Department of Road Transport & Highways), letter No.NH-14019/2/2005-P&M dated 17.1.2005)

Government of India
Department of Road Transport and Highways
Traffic and Transportation Zone

TRAFFIC CENSUS
WEEKLY TRAFFIC SUMMARY

Modified Plate of IRC 9

Date from____/____/____

to ____/____/____

Pin Code of Count Station:_____

National Highway No.:_____

Kilometerage of Count Station_____

Place of Count Station:_____
District: _____ State: _____

PERIOD				FAST/POWER DRIVEN VEHICLES							SLOW VEHICLES			
From		To		Cash/ Jeeps/Taxies/Van/ Three Wheelers (auto rickshaw)	Two wheeler (motorcycle/ scooters etc.)	LCV (Light Commercial Vehicles eg. Mini Truck)	Bus	Two Axle Truck/ Tanker	Multiaxle Truck/ Truck Trailer/ Tanker	Agricultural Tractor/with Trailer	Cycle/Cycle Rickshaw/other Human Powered	Bullock Cart/Horse Cart/other Animal Drawn	Others (Special)	Ranks
Date	Hour	Date	Hour											
TOTAL FOR THE WEEK														
WEARE DAILY TRAFFIC FOR THE WEEK														
PEAK HOUR ____ HRS TO ____ HRS														Take necessary plate II to days

Annex. II

Abstract of the Traffic Census for the state

State

NH No.	Section from km to km	Length in km	Nearest important city/town	PCU		No. of CVS	Month & year of traffic census	Remarks
				Fast vehicles	All vehicles			

Annex. III

Latest available Traffic Data

State

NH No.	Section from km to km	Length in km	Nearest important city/town	PCU	Month & year of traffic census	Remarks

601.9

No. RW/NH-33044/39/2000-S&R(R) **Dated, the 11th May, 2005**

To

All Chief Engineers State PWDs dealing with National Highways

Subject : Finalisation of Traffic Count Stations on National Highways

The need of finalization of the traffic count stations along new National Highways has been emphasized by this Ministry and again sametime it is also necessary that the already identified traffic count stations along National Highways are reviewed and refixed appropriately. Non-availability of accurate traffic census has been affecting the proper planning for development and maintenance of National Highways.

2. A meeting was held by Secretary, Road Transport & Highways on 09.05.2005. It was decided in the meeting that the traffic count stations should be finalized immediately. The time frame of 30th June, 2005 has been fixed for this purpose.

3. It is, therefore, requested that the traffic count stations along the entire National Highway network in your State may please be finalized in consultation with the Regional Officer and after discussion and approval of the Project Chief Engineer of this Ministry. A list of the traffic count stations on National Highways in your State may be sent to this Ministry before 30th June, 2005.

601.10

No. RW/NH-33044/39/2000-S&R(R) **Dated, the 3rd June, 2005**

To,

The Secretaries of State/Union Territories, Public Works Department (dealing with National Highways); All Chief Engineer of States/Union Territories (dealing with National Highways); The Chairman, National Highways Authority of India; The Director General (Border Roads)

Subject: Collection of Traffic Census Data-Modalities regarding

As per the extant instructions, the traffic census on the National Highways is to be carried out by the executing agencies, twice in a year. It has, however, been observed that due to one reason or the other the up-to-date traffic census data for all the National Highways is not being received in the Ministry from all States/executive agencies.

2. The traffic data is a key input to proper planning for development and maintenance activities of the National Highways. The non-receipt of the data adversely affect the planning for National Highways and the demand for funds can not be projected rationally. It has, therefore, been decided that the traffic census will henceforth be got done directly by the Ministry under the overall supervision of the concerned Regional Officer of the Ministry, except for the stretches of National Highways entrusted to National Highways Authority of India and Border Roads Organisation, for which the existing procedures will continue. All the State Governments/executive agencies dealing with National Highways are requested to render necessary help and cooperation in the matter to the conerned Regional Officer of the Ministry.

3. Proforma T-3 as prescribed by the Ministry vide letter No. NH-20011/1/99-PL dated 31st December, 1999, for compilation of the traffic data will continue to be used by the Regional Officers.

4. Regional officer will outsource the activities relating to the collection of traffic census. They may work out modalities and details in this regard suiting to the region under their charge. It is suggested that services of Engineering Colleges/Universities etc. located in the region may be procured on nomination basis, if available at reasonable terms.

5. Expenditure on the collection of data, supervision by Regional Officers, compilation and storage of the data etc. will be met against the specific estimates to be sanctioned by the Ministry under non-plan head of expenditure on the basis of proposals received from the Regional Officers, separately for each region. Regional Officer may include in the estimates any requirement pertaining to their office to ensure proper entry of the data in the computers as well as the facilities such as hire charges of vehicles required for proper supervision of the data collection.

6. Information on traffic data/census will be got compiled in quadruplicate (soft copy as well as hard copy). One copy will be sent by the Regional Officers each to S&R Zone and the concerned Project Zone in the Ministry, one copy will be sent by him the concerned Chief Engineer dealing with National Highways in the State and the fourth copy will be retained in the Regional Office.

601.11

No. RW/NH-33044/39/2000-S&R(R) **Dated, the 13th July, 2005**

To,

The Secretaries of State/Union Territories, Public Works Department (dealing with National Higwhays); All chief Engineers of States/Union Territories (dealing with National Highways); The Chairman, National Hihgways Authority of India; The Director General (Border Roads)

Subject: Collection of Traffic Census Data-Modalities regarding

In continuation of Ministry's Circular of even No. dated 3rd June, 2005, it is clarified that the existing system of collection of traffic census data by State PWDs/Executing Agencies will continue till the new procedure of data collection through Ministry's Regional Officer is operationalized. The traffic census data may continue to be collected and forwarded to the Ministry as per Circular No. NH-26011/1/99-PL dated 31.12.99. All concerned may be intimated accordingly for strict compliance.

602.49

No. RW/NH-34016/6/92-S&R (R) **Dated, the 31st March, 2005**

To

The Chief Engineers of States/UTs dealing with National Highways and Centrally Sponsored Schemes; The Director General (Border Roads); The Chairman, National Highways Authority of India

Subject : Tentative Specifications for Cold Applied Reflective Road Marking Paint

Central Electrochemical Research Institute (CECRI), Karaikudi, a CSIR Laboratory, has developed a cold applied reflective road marking paint under Ministry's R&D Scheme No. R-40. Based on the study, tentative guidelines and specifications for Cold Applied Reflective Road Marking Paint have been prepared and are enclosed herewith. The guidelines and specifications may be adopted on trial basis in road works and feedback reported to the Ministry. These guidelines and specificaitons will be further updated based on the feedback received from user organizations.

2. It is requested that the contents of the circular may please be brought out to the notice of all field officers in your Organisation/Department.

(Enclosure to Ministry of Shipping, Road Transport & Highways,(Department of Road Transport & Highways), letter No. RW/NH-34016/6/92-S&R(R) Dated the 31.3.2005)

Annex-I

Guidelines for applications of Cold Applied Reflective Road Marking Paint

1.1 **General:**

(i) The work under this section consists of marking traffic stripes using a solvent based cold applied paint.

(ii) The cold applied paint shall be applied on the asphalt/cement concrete road surface by brush or by Road Marker [Spray equipment capable of spraying the paint on the road surface]. Glass beads shall be subsequently spread pneumatically on to the paint when it is still wet so that the beads will be firmly held by the paint after drying.

(iii) Colour of the paint shall be white or yellow [IS Colour No. 356] as specified in the drawings or as directed by the engineer.

(iv) Where the paint is to be applied on cement concrete pavement, no primer is necessary as in the case of hot applied thermoplastic material.

1.2 **Cold Applied Paint Material:**

1.2.1 **General:** The cold applied paint material shall be homogeneously composed of binder, pigment, extenders and other additives as required for the formulation.

1.2.2 **Requirements:**

(i) Composition: The pigments and extenders shall be uniformly dispersed in the binder medium dissolved in organic solvents. The material shall be free from skin, dirt and foreign objects and shall comply with requirements indicated in Table 1.1

Table 1.1. Proportions of Constituents of Paint
[Percentage by weight]

Component	White	Yellow
Binder	25.0 min.	18.0 min.
Titanium Dioxide	20.0 min.	–
Calcium Carborate & cement filler	16.0 min.	29.0 min.
Yellow Pigments	–	14.0 min.

(ii) Properies of Liquid Paint:

a. Non-Volatile Matter content by weight shall be a minimum of 65% as determined in accordance wih test method ASTM D1644.

b. The liquid paint shall have a density of 1.3 minimum as determined in accordance with test method ASTM D1475.

(iii) Apperance Properties:

a. Drying Time: No Pickup Time of the paint as determined by the test method ASTM D711 shall be a maximum of 20 minutes at a wet film thickness of 350 microns. The paint shall set to bear traffic after 40 minutes when the ambient temperature is higher than 24°C.

b. Application Temperature: The paint shall not be applied when the surface temperature of the road is higher than 40°C.

(iv) **Properties of the drie paint film:**

a. **Resistance to wear:**

When tested using a sand abrasion tester as described in ASTM D968, the quantity of sand required for removal of a 75 micron thick unbeaded dry film shall be greater than 65 liters.

OR

When tested using a Taber Abraser as described in ASTM D4060, the weight loss from a 75-micron thick unbeaded dry film shall be less than 80 milligrams using 500 grams load for 500 revolutions.

b. **Elongation:** The unbeaded dry film shall pass the test in accordance with ASTM D1737 and ASTM D2205.

c. **Water Resistance:** The unbeaded dry film shall pass the test in accordance with ASTM D1647 and ASTM D2205.

d. **Skid resistance:** Skid resistance for the beaded dry film shall be not less than 45 as per BS 6044.

(v) **Storage life:** The material shall meet the specifications for a period of one year. During this period, the paint material when stored in an airtight container shall not form skin. The material shall also not form a cake at the bottom of the container.

(vi) **Minimum thickness of the Unbeaded Cold Applied Paint Coat:**

a. The minimum thickness of the wet unbeaded coat of paint shall not be less than 400 microns.

b. The minimum thickness of the dry unbeaded coat of paint shall not be less than 200 microns.

(vii) **Retro-reflective Properties:**

a. The co-efficient of retro-reflection as per British Standards BS EN 1436:1998 shall be as under:

For white paint (Beaded) $\geq$ 300 mcd/m^2/lux on application

$\geq$ 100 mcd/m^2/lux after defect liability period of one year.

For yellow paint (Beaded) $\geq$ 200 mcd/m²/lux on application

$\geq$ 100 mcd/m²/lux after defect liability period of one year.

b. The Luminous Co-efficient as per British Standards BS EN 1436:1998 shall be as under:

For white paint (Unbeaded) $\geq$ 100 mcd/m²/lux on application

For yellow paint (Unbeaded) $\geq$ 80 mcd/m²/lux on applicaion

(viii) **Marking:**

Each container of the cold-paint shall be clearly and indelibly marked with the following information:

1. The name, trade/patent mark
2. Batch No.
3. Month of Manufacture
4. Colour (Whitel or Yellow)

(ix) **Sampling and Testing:**

The cold applied reflective road marking paint shall be sampled and tested in accordance with appropriate ASTM/BS test methods.

The contractor shall furnish to the employer a copy of certified test methods from the manufacturer of cold applied reflective road marking paint showing the results of:

a. No pick up time as per ASTM D711.

b. Resistance to wear as per ASTM D4060 or as per ASTM D968 from approved laboratories.

c. A material safety data sheet shall be obtained from the manufacturer and kept with the paint materials.

1.3 **Reflectorising Glass Beads**

1.3.1 **General:** Reflection is achieved by pneumatically spreading glass beads on to the paint when it is still wet. The beads will be firmly held by the paint after drying.

1.3.2 The glass beads shall be transparent, colourless and free from milkiness, dark particle and excessive air inclusions. These shall confirm to the requirements spelt out in clause 1.3.3.

1.3.3 **Specific requirements:**

A. Gradation: The glass beads shall meet the gradation requirements as per No. 4 of BS6088 as given in Table 1.2.

Table 1.2. Gradation Requirements for Glass Beads

Sieve Size	Percentage Retained
250 micron	0-10
150 micron	80-100
Below 150 micron	0-20

B. Roundness: The glass beads shall have a minimum of 70 per cent true spheres.

C. Refractive Index: The glass beads shall have a minimum refractive index of 1.50.

D. Free flowing properties: The glass beads shall be free of hard lumps and clusters and shall dispense readily under any conditions suitable for paint striping. They shall pass the free flow-test as given in Clause 1.3.4.

1.3.4 Test Methods: The specific requirements shall be tested with the following methods:

(i) **Free-flow test:** Spread 100 grams of beads evenly in a 100 mm diameter glass dish. Place the dish in a 250 mm inside diameter disiccator which is filled within 25 mm of the top of a desiccator plate with sulphuric acid water solution (specific gravity 1.10). Cover the desiccator and let it stand for 4 hours at 20 to 29 degree C. Remove sample from desiccator, transfer beads to a pan and inspect for lumps or clusters. Then pour beads into a clean, dry glass funnel having a 100 mm stem and 6 mm orifice. If necessary, initiate flow by lightly tapping the funnel. The glass spheres shall be essentially free of lumps and clusters and shall flow freely through the funnel.

(ii) The requirements of gradation, roundness and refractive index of glass beads and the amount of glass beads in the compound shall be tested as per BS 6088 and BS 3262 (Part-I).

(iii) The Contractor shall furnish to the Employer a copy of certified test reports from the manufacturer of glass beads obtained from a reputed laboratory showing results of all tests specified herein and shall certify that the material meets all requirements of this Specification. However, if so required, these tests may be carried out as directed by the Engineer.

1.4. **Application**

1.4.1 Marking shall be done by machine. For locations where painting can not be done by machine, approved manual methods shall be used with prior approval of the Engineer. The Contractor shall maintain control over traffic while painting operations are in progress so as to cause minimum inconvenience to traffic compatible with protecting the workmen.

1.4.2 The cold applied paint shall be applied on the asphalt/cement concrete road surface by brush or by Road Marker [Spray equipment capable of spraying the paint on the road surface.] Glass beads @300 gms per sqm shall be subsequently spread pneumatically on to the paint when it is still wet so that the beads will be firmly held by the paint after drying.

1.4.3 The pavement temperature shall not be more than 40°C during application. All surfaces to be marked shall be thoroughly cleaned of all dust, dirt, grease oils and all other foreign matter before application of Paint.

1.4.4 The material, when formed in to traffic stripes, must be readily renewable by placing an overlay of a new material directly over an old line of compatible material. Such new material shall so bond itself to the old line that no splitting or separation takes place.

1.4.5 Cold applied paint shall be applied in intermittent or continues lines of uniform thickness of at least 200-micron of unbeaded dry film thickness unless specified otherwise. When arrows or letters are to be provided, cold applied paint may be applied manually. In addition to the beads recommended for, a further quantity of 300 gms of glass beads per Sqm conforming to the above noted specification shall be sprayed uniformly in to a mono-layer on to the cold paint line in quick succession of the cold paint spraying operation.

1.4.6 The minimum thickness specified above in para 1.4.5 is exclusive of surface applied glass beads.

1.4.7 The finished line shall be free from ruggedness on sides and ends and be parrellel to general alignment of the carriage way. The upper surface of the lines shall be of uniform level and free form streaks.

1.5 **Preparation:**

The cold applied reflective road marking paint shall be stirred well to form homogeneously with the thinner recommended/supplied by the manufacturer and put into the machine with the consistency level recommended by the machine manufacturer by using proper viscometers. The thinner shall not be added more than that recommended by the manufacturer to avoid bleeding.

1.6 **Properties of finished road marking:**

(a) The stripe shall not be slippery when wet.
(b) The marking shall not lift from the pavement in freezing weather.
(c) After application and proper drying, the stripe shall show no appreciable deformation or discolouration under traffic and under road temperatures up to 60°C.
(d) The marking shall not deteriorate by contact with sodium chloride, calcium chloride or oil drippings from traffic.
(e) The stripe or marking shall maintain its original dimensions and position. Cold ductility of the material shall be such as to permit normal movement with the road surface without chopping or cracking.
(f) The colour of yellow marking shall conform to IS colour No. 356 as given in IS:164.

1.7 **Measurement for payments**

1.7.1 The painted markings shall be measured in Sq. Meters of actual area marked (Excluding the gaps, if any).

602.50

No. RW/NH-33044/10/2002-S&R(R) **Dated, the 31st October, 2005**

To

The Secretaries of State/Union Territories/Public Works Department (dealing with National Higwhays);
The Engineers-in-Chief and Chief Engineers of State PWDs and U.T.s (dealing with National Highways);
The Chairman, National Hihgways Authority of India; The Director General (Border Roads)

Subject : Display Boards on all works taken up on National Highways

Guidelines for display boards on all ongoing projects of National Highways were initially circulated vide this Ministry's Circular of even no. dated 17.7.2001. These guidelines were reviewed and modified guidelines were circulated vide letter of even no. dated 12.8.2002. According to these guidelines, the board will be displayed showing the prescribed details for all works taken up on National Highways.

2. It has, however, come to the notice of this Ministry that display boards are not being provided at each work site. As the dissemination of the information about developmental projects being an important activity to keep the public informed, it is once again reiterated that the guidelines about the display board on all National Highway works should be followed strictly and all field officers instructed to comply with these requirements invariably by providing display boards at each location of ongoing National Highway projects.

3. This may please be brought to the notice of all concerned for strict compliance.

602.51

No. RW/NH-33044/10/2002-S&R (R) **Dated, the 23rd November, 2005**

To,

The Secretaries of State/Union Territories/Public Works Department (dealing with Central Road Fund); The Engineers-in-Chief and Chief Engineers of State PWDs and U.T.s (dealing with National Highways); The Chairman, National Hihgways Authority of India; The Director General (Border Roads)

Subject: Display Boards on all Works taken up under Central Road Fund

Guidelines for display boards on all works taken under CRF were initially circulated vide this Ministry's Circular of even number dated 12.8.2002 (copy enclosed). According to these guidelines, boards will be displayed giving prescribed details for all works taken up under CRF.

2. Further, vide Ministry's Circular of even No. dated 26.05.2003 it was decided that unless confirmation reports regarding installation of display boards are received, the CRF proposals shall not be considered in the Ministry. It has, however, come to the notice of this Ministry that dispaly boards are not being provided at the sites of several CRF works. As dissemination of information about development projects is an important activity, it is once again reiterated that guidelines about the display boards on all CRF works should be followed strictly. The status of installation of display boards may also be reported in the progress reports of CRF works submitted with utilization certificate and at the time of critical review meetings taken by Project Chief Engineers of this Ministry.

3. This may be brought to the notice of all concerned for strict compliance and Action Taken Report in this regard sent to the Ministry urgently. It may be noted that non-compliance of the above may result in no new fresh sanction and release of funds under CRF.

(Enclosure to Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways, letter No. RW/NH-33044/10/2002-S&R(R) dated 23.11.2005)

No. RW/NH-33044/10/2002-S&R(R) **Dated, the 12th August, 2002**

To

The Secretaries of State/Union Territories/Public Works Department (dealing with National Higwhays); All Chief Engineers of States U.T.s (dealing with National Highways); The Chairman, National Hihgways Authority of India; The Director General (Border Roads)

Subject : Display Boards on Projects on National Highways

Please refer to Ministry's letter of even number dated the 17th July, 2001 forwarding therewith the guidelines for display boards on all ongoing projects on National Highways. These have since been reviewed and modified guidelines are given hereunder:

2. DISPLAY BOARDS

i. These will be displayed at either end of the project. The board shall be fixed in the shoulder portion, on the left traffic direction and facing the traffic.

ii. Format of 'Display Board' is enclosed herewith.

It shows display of information in three languages-regional language, Hindi and English (in that order) and the sizes of letters. In the States, where local language is Hindi, the display board

information will be only in two languages i.e. Hindi and English. In that case, the sizes of letters may be proportionately increased.

iii. The Boards will be of size 1.80 m (vertical) x 1.6 m (horizontal). The background of the Board will be in traffic yellow colour with lettering in Black colour.

iv. The Boards will be displayed for all works undertaken on National Highways.

v. The display boards shall be maintained properly even after the work is completed.

3. This may please be brought to the notice of all concerned field officers for immediate compliance.

4. The receipt of this letter may please be acknowledge.

602.52

No. RW/NH-33044/1/2007-S&R (R) **Dated, the 24th October, 2007**

To,

The Secretaries (PWD), Engineer-in-Chief and Chief Engineers of State PWDs and UTs (dealing with National Higwhays); The Chairman, National Hihgways Authority of India; The Director General (Border Roads)

Subject: Provision of Traffic Signs (including Variable Message Signs) and Pavement marking on National Highways and other Roads Improved/Developed under Centrally Sponsored Schemes

A Committee was constituted to prepare interim guidelines for Variable Message Signs. The Committee has submitted its report which is enclosed at Annex-I.

2. It is requested that variable message signs as per the interim guidelines may be provided in selected projects on experimental basis and your comments/suggestions/feedback may be sent at the earliest to enable the Ministry to finalize the guidelines.

3. In respect of road signs and road marketings, the recommendations of the Committee are being considered separately.

(Enclosure to Ministry of Shipping, Road Transport & Highways, (Department of Road Transport & Highways), letter No. RW/NH-33044/1/2007-S&R dated 24.10.2007)

Annex-I

Report of Committee for Study of the Applicability of Variable Message Sign (VMS) on NHs Inter-alia for Finalization of Interim Guidelines

1. **Safety Issues in the Country:**

1.1. Road safety on roads in India is amongst the poorest in the world. More than 90,000 lives are lost on Indian roads every year. As per a rough assessment, road accidents cause financial loss to the country to an extent of 2% to 3% of GDP, besides the loss to the individuals and agonies to the families of the victims.

1.2. The earlier thinking that human factor is a major cause of accidents on roads is now changing and it has been now recognized world over that the road system also contributes significantly for human to commit mistakes. The road system, therefore, should be such that it takes into consideration the human failings. Developed countries have been able to bring about considerable improvement in the safety on their road by recognizing this important

aspect and constructing their road system as 'forgiving' as possible.

1.3. In the recent past, with the rapid economic growth in the country, the demand for better facilities and infrastructure has increased. The road system is now getting new attention. Improved roads would lead to increased speeds and enhanced aspirations of the people for a safe and efficient movement.

2. **Earlier Circulars of the Ministry:**

2.1. Traffic signs and road markings are the basic essential tools for guiding the drivers to reach their destination, regulating their movement, cautioning the driver of the dangers ahead and informing the driver for the facilities available enroute. No road should be considered to be fit for the use unless it has been provided with adequate system of traffic signs and road markings.

2.2. Ministry has been issuing circulars, guidelines and instructions from time to time for provision of an adequate system of traffic signs and road markings on National Highways which are equally applicable for other roads. A list of these circulars is enclosed at **Annex-I**. Indian Roads Congress has also published guidelines and Codes of Practices for traffic signs and road markings and for other features of safety on the road, the list of which is at **Annex-II.**

3. **Importance and Principles of Signs and Markings:**

3.1. Road improvement in the country has been taken up on a large scale with the launching of National Highway Development Project (NHDP) under its various phases and State Governments having their own programmes for improvement of state roads. It has been found that though signs and markings are provided on these improved roads but they are still far from the appropriate system to meet the intended requirements of safe and efficient travel. Now that the objective is to develop the national Highway System to a world class standard, it is imperative that all the roads including those which are under improvement/up gradation are provided with a detailed system of traffic signs and pavement markings.

3.2. The traffic signs and markings for promoting highway safety and efficiency have to be effective and should meet the following basis requirements for that objective:

(i) They should fulfill a specific need as per the site situation;

(ii) They should command attention from all categories of road users;

(iii) They should convey a clear, precise meaning in a simple form;

(iv) They should command respect from road users and for this, they should be correct and uniform throughout;

(v) Their placement should given adequate time for a proper response;

(vi) They should be conspicuous to attract attention of the drivers and should be legible from sufficiently far away to be read without diverting the line of sight through too great an angle; and

(vii) They should be placed such that they are not obscured by other objects or vegetation and no clustering has taken place;

(viii) Road markings should be clear and visible during the hours of darkness so that drivers can see them clearly in time to position themselves correctly.

4. **Commonly used signs and marking:**

I. **Mandatory/Regulator Signs:**

- 'Stop' and 'Give Way' signs;
- 'No Parking' and 'No Stopping' sings;

- 'Speed Limit; and Vehicle Control' signs;
- 'No Overtaking' signs
- 'Compulsory Direction Control; and other signs.

II. **Cautionary/warning signs:**

- Curve signs;
- Narrow Bridge/Narrow road;
- Road widens;
- Gap in median;
- Pedestrian crossing;
- School;
- Men at work;
- Cross road/side road;
- T-Intersection/Y-Intersection;
- Major road ahead;
- Roundabout;
- Unguarded Railway Crossing;
- Speed Breaker;
- Reduced carriageway

III. **Informatory Signs:**

(i) **Direction and place identification signs:**

- Advance direction signs;
- Destination sign;
- Place/City identification;

(ii) **Facility Information signs:**

- Public telephone;
- Filling Station (Petrol Pump);
- Hospital;
- Resting Place;

(iii) **Other useful information signs:**

- Airport;
- Bus Stop;

4.2. Some of the important commonly used road markings, as per IRC:35, are listed below:

I. **Longitudinal markings:**

- Traffic lane markings
- Warning lines
- Centre line
- Edge lines
- Bus lane markings
- Cycle lane markings

II. Markings on intersections:

- Give way lines
- Stop lines
- Pedestrian crossings
- Protected right turn lanes
- Direction arrows
- Box markings

III. Markings at hazardous locations:

- Carriageway width transition markings
- Diagonal markings
- Chevron markings

IV. Markings for parking:

- Bus stops
- Parking restrictions

V. Word messages

- Stop
- Bus
- Keep clear
- School

VI. Object marking:

- Objects within and adjacent to carriageway
- Kerb markings

5. Variable Message Signs:

5.1. Traffic signs and markings are the basic tools for enhancing safety on road system. Traditionally, fixed message signs are commonly used which could be either kerb mounted or gantry mounted. With extensive use of information and communication technologies in various aspects of road transport and increase in trips with demand for information on real time basis, the signs could be varied as per the traffic conditions. These are called Variable Message Signs. With the advancement of road transport system in the country, it has now become necessary that Variable Message Signs (VMS) are also used on National Highway network as and when and where considered required.

5.2. Intelligent Transport Systems (ITS) is now used worldwide for safety enhencement of existing infrastructure and for its optimal ulilization Advanced Traffic Management Systems (ATMS) is one of the components of ITS. which is provided for management of traffic as well as for providing safety and information on traffic conditions to the user on real time basis. It mainly comprises systems for emergency calls, variable message signs, traffic counting, suveillance, weather monitoring and integration menace of various systems.

5.3. Variable Message Signs (VMS) are quite useful in conveying the traffic conditions ahead to the drivers on real-time basis as well as to display messages to support national road safety campaigns. It may also include the variable traffic speed limit depending upon the requirements.

5.4. Variable Message Signs are capable of displaying several messages in sequence and can be repeated. Such messages can be changed manually, by remote control or by automatic control. Variable Message Signs shall display pertinent traffic operation and guidance information only and not any advertising. Various situations where VMS would be appropriate are as below:

(i) Incidents such as accidents, traffic diversions, incident management, not for work (men at work), adverse weather and road conditions and operation with lane control signals;

(ii) Traveler information such as display of road construction activity in near future, messages for testing of the system and special events that effect the traffic flow:

(iii) Public service announcements like messages relating to driver safety campaign.

5.5. **Technical requirements:**

The system shall use light Emitting Dodes (LEDs)/high gain trans-reflective Liquid Crystal Displays (LCDs) for outdoor ambient sunlight. The system should comply with European Standard EN-12966. The minimum height of character shall be 300 mm so that display is legible from a distance of 200 m. The design and provision of variable Message Signs should be done after careful consideration of its need. Following aspects should be considered:

(i) Collection of preliminary data i.e. intended purpose, type of information to be displayed and alternate diversion routes available;

(ii) Type of VMS i.e. intended purpose, information to be displayed and technology to be used;

(iii) They are visible in all weather conditions including foggy and misty conditions.

5.6. **Fixed VMS:**

Their placement should be as below:

(a) Fixed VMS shall be mounted on a sturdy and aesthetically pleasing gantry structure whereby the vertical clearance of at least 5.5 m is available from the road. Safety barriers shall be provided at gantry support column(s) for their protection and for safety of road users. The concerete pedestal for support column should be flushed with ground but in no case should protrude for more than 15 cms.

(b) The minimum distance of VMS on an expressway should be 1.5 km prior to decision point and that for National Highways it should be 1 km. The signs should be visible from a distance of 300 m. It should not be located on a curvature and on a highway section having grade exceeding 4%.

(c) Location and source of power along the road segment if it is not solar power.

(d) There should be clear distance between existing sign and VMS. On expressways the minimum distance between road signs and VMS should be at least 250 m which should be 150 m on National Highways.

5.7. **Portable VMS:**

The variable message signs can be fixed or portable. Portable signs can be mounted at the back of the truck or similar vehicle. The portable VMS signs mounted on a truck could be powered by solar energy or battery and show the sign of 'men at work' and/or speed limits in the construction zone. Proper placement of a portable VMS is critieal to its effectiveness. The placement must give adequate time to the motorists to react to the message and take corrective action. On Expressways and National Highways placement of these at 2 km. prior to the decision

points should be done with repetition at every 500 m. It should provide a sight distance of 300 m and should not interfere with other traffic control devices. If the portable VMS set-up along the roadway and a message was not to be required for a period of next four hours or more, the sign panel should be turned away from the traffic, parallel to the road centre line. No blank signs should be facing the drivers for an extended period.

5.8. Under no circumstances VMS shall be used for advertising fo any kind. It would be in blank mode when traffic, roadway, environment or pavement conditions or public service announcements do not warrant the display of message or messages.

5.9. The average driver of motorized vehicle at high rate of speed can comprehend two message panels. Each panel should be complete phrase and each phrase should be independent of the other. The messages should consist of:

A problem statement	–	Road work/accident ahead
An effect statement	–	Delay/congestion
An attention statement for certain group	–	Motorist
An action statement	–	Take the next carriageway

5.10. Some typical messages are as given below:

- Accident ahead, Road Closed, Take Diversion;
- 'Accident Ahead', followed by some typical messages like 'Expect Delays', 'Merge Right', 'Merge Left', 'All Traffic Exit' can be displayed.
- Maximum Speed:_____ Kmph
- Speed Limit Strictly Enforced
- Construction Work, Road Closed;
- Signal Ahead;
- Sharp Curve Ahead;
- Congestion ahead;
- Bad weather conditions like 'Heave Fog Ahead', 'Poor Visibility Ahead';
- Trucks Use Left Lane;
- Watch for Stopped Traffic;
- Watch your speed;
- Watch for Falling Rocks: (In the case of landslide prone areas);
- Two way Traffic Ahead (This message can be displayed where the road section abruptly changes from Four/Six lane divided sections to two lane bi-directional carriageways).
- No Mobile When Mobile;
- Drunken Driving Prohibited.

6. Planning for sign and marking systems:

Following aspects are required to be kept in mind so as to provide proper system of signs and markings on National Highways in the country:

6.1. The traffic signs on National Highways and other roads must conform strictly to the configuration, colour scheme and location as prescribed in IRC:67-2001 which is also based on the UN Convention on Road Signs and Signals, Vienna November, 1968 of which India is one of the signatories.

6.2. All road markings shall conform strictly to the stipulations contained in IRC:35-1997 in terms of application, colour scheme and layout.

6.3. The traffic signs and markings shall be uniform throughout the country and no individual officer, in charge of any project/road section, shall change it or modify it without referring the matter to Director General (Road Development), Ministry of Shipping, Road Transport & Highways. In case, some of the sign requiremnets are neither covered in IRC:67-2001 and marking requirement in IRC:35-1997 nor in UN Convention on Road Signs and Signals at Vienna, the matter would be referred to the Ministry with suggestions and full justification and the new signs and markings shall be adopted only after due approval from the Ministry.

6.4. The traffic signs will have only legends and figures. If any message for a particular sign is to be emphasized through words, the same would be done by putting the emphasized message on a definition plate below the sign as prescribed in IRC:67.

6.5. Message such as "Drive Slowly" "Someone is wating for you at home" etc. are redundant since they cannot be ready while driving on a highway. Therefore, all such messages in words are not to be provided.

6.6.* Traffic signs and their supports shall not bear any advertising message that is not related to traffic control. The Ministry's circular No. RW/NH-33023/31/88-DO-III dated 22.3.1996, 19.3.1997 and 9.2.1998 relating to private participation in provision of traffic signs on National Highways is hereby withdrawn.

6.7. Uniformity of traffic signs and markings is vital for their effectiveness and for commanding respect retention. Change of signs in terms of their configuration, placement and colour scheme confuses the users and defeats the very purpose of signs.

6.8. The placement of signs should be such that no clustering takes place. In case the site conditions demands more than one sign to be provided at a particular location, then instead of putting one after the other, they should be palced on a single support one over the other or on an overhead cantilever support side by side. While doing so the order of prominence given would be regulator cautionary and informatory.

6.9. While deciding the exact placement of sign, care has to be taken that they are clearly visible to approaching driver and are not hidden behind a bush, branch of tree or any other object.

6.10. The selection of the retro reflective sheeting for signs shall be in accordance with Ministry's specifications with prescribed guarantee.

6.11. Support for the signs should be GI piples which would be safer compared to channel or angle iron supports with edges.

6.12. All traffic signs shall be on retro-reflective sheeting's and road markings with thermoplastic paint with glass beads.

6.13. The entire National Highway stretch shall be provided with an elaborate system of pavement marking. IRC:35 prescribes use of white colour for road markings. Yellow colour is allowed only for parking restrictions, obstruction approach markings, no overtaking zone markings.

6.14. All traffic signs and markings shall be properly maintained so that they are clearly visible at all time especially during night and in inclement weather. Damaged/defective/worn out signs and markings shall be replaced on immediate basis.

6.15. The provision of overhead signs especially on two lane and four lane roads should be carefully done keeping in view following conditions:

a) Traffic volume at or near capacity;

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* Circulars of this Ministry mentioned in para 6.6 are not being withdrawn at present.

b) Complex interchange design;

c) Three or more lanes in each direction;

d) Restricted sight distance;

e) Closely spaced interchanges;

f) Multi-lane exists;

g) Large percentage of commercial vehicles;

h) High speed traffic;

i) Consistency of sign message location through a series of interchanges;

j) Insufficient space for ground mounted signs;

k) Background of street lighting;

l) Distances of important places enroute highways at suitable intervals.

6.16. Overhead signs shall be supported on cantilever and gantry structures which are designed to be aesthetically pleasing and sleek. Circular columns shall be perferred for vertical support. Safety barriers shall be provided at these supports for their protection as well as for safety of road users. The pedestal of support columns shall be flushed with the ground but in no case shall protrude for more than 15 cm from ground level.

6.17. While planning for VMS, the messages and their fomatting shall be standardized and approval sought from the Ministry, specially for National Highways. Any deviation should be referred to the Ministry and should be used only, if approved.

7. Implementation:

7.1. In order to ensure that road network is provided with proper, correct and uniform traffic signs and markings, the road authority would take following steps;

i) This circular would be sent to all field units for strict compliance;

ii) In the process of preparing a detailed project report for improvement of a stretch of road, the provisions of this circular would be complied with;

iii) The provision of signs and markings shall be reviewed for existing highways and the same shall be provided and/or corrected as per IRC:67 and IRC:35.

7.2. While preparing the detailed project report for improvement of a section of National Highway or any other road, separate detailed drawings shall be prepared showing the exact location and type of traffic signs and details of road markings to meet specific requirements at different locations of the road.

7.3. The officers in charge for the project at the level of Chief Engineer/CGM (in case of NHAI) shall ensure that the design team is fully aware of this circular and prepare the detailed plan for traffic sings and markings accordingly.

7.4. It shall be ensured by officers in charge at the level of Chief Engineers in the Ministry, in States, in BRO and in NHAI that all the traffic signs and markings conform to IRC:67 and 35 respectively. All non-conforming and defective signs and markings shall be removed and replaced immediately. The expenditure on the same can be made from Annual Plan.

7.5. For projects to be implemented from budgetary sources, the bill of quantity would include all such items for a detailed provision for traffic signs and markings. The BOQ would also include the signs and markings planned and to be provided in the construction zone (s) as per IRC:SP:55.

7.6. During the execution of the proposed improvement, it shall be ensured by the officer in charge at the level of Chief Engineer/CGM (in case of NHAI) that the detailed plan for traffic signs and markings has been executed at site with correct traffic signs in accordance with IRC:67 and Road Markings in accordance with IRC:35. Any sign or marking not found in accordance with these standards shall be immediately replaced at the risk and cost of the concered contractor/supplier.

7.7. For projects to be implemented under PPP, it would be ensured by Independent Engineer and Highway Authority that the Concessionaire complies with the relevant Schedule(s) and prepared a detailed plan for traffic signs and pavement markings for Project Highway.

7.8. In case of projects under PPP, the responsibility of providing detailed, correct and uniform system of signs and markings shall rest wih he Concessionaire. The Independent Engineer shall ensure this. Any default by the Concessionaire and failure to rectify within the prescribed time limit when pointed out by the Independent Engineer shall be considered as a breach, in accordance with the relevant provisions contained in the agreement.

7.9. In case, any non-compliance of this circular and/or any case of non-uniform and incorrect signs and markings provided by the field unit on any stretch or section of National Highway comes to notice, the same shall be reviewed by a Committee constituted by DG(RD) for the purpose of rectification and suitable penal action which could be through invoking the powers available under Central Road Fund Act.

Annex-I

Ministry's Circulars pertaining to Road Signs & Markings

S.No.	Circular No. & Date	Particulars
1.	PL-80(2)/71-SP dated 27.7.71	Increased Safety on NHs through Provision of Road Marking and Road Signs.
2.	NH-III/P/24/76 dated 2.4.76	Maintenance of Berms and Road Signs
3.	NH-III/P/24/76 dated 2.7.79	Indication of Names of Places and Kilometerage at Crossing on NHs in Hindi
4.	NH-III/P/24/76 dated 16.6.81	Script of Information KM Stones & Informatory Sign
5.	RW/NHVI-80(1)74 dated 28.7.81	Revision of Traffic Signs
6.	RW/NHVI-80(I)/74 dated 8.10.82	New Road Signs
7.	PL-30(45)/84 dated 20.10.84	Use of Reflective Sheeting for Road Signs
8.	RW/NHVI-80(1)/74 dated 29.10.84	Revision of Traffic Signs
9.	RW/NHVI-80(1)/74-Vol. II dated 30.11.84	Centralised Fabrication/Procurement of New Road Signs in the respective Public Works Department
10.	RW/NHVI-50(11)/84 dated 13.5.84	Use of SCOTCHLITE Reflective Sheeting for Traffic Signs

11.	RW/NHVI-50(8)/85 dated 13.5.85	Hot applied Thermoplastic Pavement marking Paint 'HATPROM'
12.	RW/NHVI-80(1)/74 dated 14.5.85	Revision of Traffic Signs
13.	NH-1107/1/87-DOI dated 8.9.88	Augmentation of Distance Informatory/Destination Signs on NHs under a time-bound programme
14.	NH-11047/1/87-DOI dated 21.12.88	Augmentation of Distance Informatory/Destination Signs on NHs under a time-bound programme
15.	NH-11047/1/87-DOI dated 7.7.89	Use of Language in Augmentation of Distance Informatory/Destination and Direction/Place Identifications Signs on NHs
16.	RW/NH-33022/3/89-DOII (A) dated 3.11.89	Massive Drive for Provision of Road Signs a Potentially Dangerous Locations
17.	RW/NH-34016/1/88-DOII dated 28.11.90	Road Marking Paints–Wearing Resistance thereof
18.	RW/NH-11047/1/87-NH-III/DOI(Pt) dated 14.2.92	Use of script on km stones on NHs and State Roads
19.	RW/NH-11047/1/87-DOI dated 11.3.93	Road Signs on NHs using retro-reflective sheeting
20.	RW/NH-33023/31/88-DO-III dated 2.5.94	Policy regarding installation of Road Signs using Retro-reflective sheeting on NHs
21.	RW/NH-11047/1/87-DOI Vol. II dated 27.6.94	Pavement markings–use of road marking machines
22.	RW/NH-33023/31/88-DO-III dated 4.12.95	Policy regarding installation of Road Signs using Retro-reflective Sheetings on NHs
23.	RW/NH-33023/31/88-DO-III dated 15.1.96	Use of Sheet Moulding Compound (SMC) Plates for Road Traffic Signs
24.	RW/NH-11047/1/87-DOI dated 8.2.96	Use of Sheet Moulding Compound (SMC) Plates for Road Traffic Signs
25.	RW/NH-33023/31/88-DO-III dated 5.2.96	Policy regarding installation of road signs using retro reflective sheetings on NHs.
26.	RW/NH-33023/31/88-DO-III dated 5/15.2.96	Installation of Road Signs using Retro-reflective Sheetings on NHs-NHs-Feedback regarding Field Performance
27.	RW/NH-33023/31/88-DO-III dated 22.3.96	Policy regarding Private Participation in provision of Retro-reflective road sings on NHs
28.	RW/NH-33023/31/88-DO-III dated 26.8.96/9.9.96	Road signs on NHs using Retro-reflective sheeting
29.	RW/NH-33023/31/88-DO-III dated 19.3.97	Policy regarding Private Participation in provision of retro-reflective road signs on NHs-Model draft agreement

30.	RW/NH-33023/10/97-DO-III dated 11.6.97	Tentative Specifications for Reflective Pavement Markers (Road Studs)
31.	RW/NH-33023/31/88-DO-III dated 9.2.98	Private participation in provision of retro-reflective road signs on NHs
32.	RW/NH-11047/1/87-DOI Vol. II dated 30.6.1999	Thermoplastic Road Marking Material
33.	RW/NH-33023/20/99-DO-III dated 27.4.2000	Road Signs on NHs using Retro-reflective sheeting-Forge Circular–Reg.
34.	RW/NH-33044/15/2000-S&R dated 3.8.2000	Road Signs on NHs using Retro-reflective sheeting-reg.

Annex-II

SPECIFICATIONS, GUIDELINES AND CODES OF PRACTICE FOR TRAFFIC SIGNS AND ROAD MARKINGS AND OTHER FEATURES OF ROAD SAFETY

S.No.	Code/Document No.	Title of Publication
	Traffic Signs	
1.	MORT&H	Specifications for Road and Bridge Works (Fourth Edition)
2.	IRC:2-1968	Route Marker Signs for NHs (First Revision)
3.	IRC:8-1980	Type Designs for Highway Kilometre Stones (Second Revision)
4.	IRC:31-1969	Route Marker Signs for State Routes
5.	IRC:67-2001	Code of Practice for Road Signs (First Revision)
6.	IRC:79-1981	Recommended Practice for Road Delineators
7.	IRC:30-1968	Standard Letters and Numbers of Different Heights for Use on Highway Signs
	Road Markings	
1.	MORT&H	Specifications for Road and Bridge Works (Fourth Edition)
2.	IRC:35-1997	Code of Practice for Road Markings (with Paints) (First Revision)
	Road Safety & Traffic Management	
1.	IRC:93-1985	Guidelines of Design and Installation of Road Traffic Signals
2.	IRC:79-1981	Recommended Practice for Road Delineators
3.	IRC:SP:27-1984	Report Containing Recommendations of IRC Regional Workshops on Highway Safety
6.	IRC:SP:55-2001	Guidelines for Safety in Construction Zones
7.	MORT&H	Mannual for Safety in Road Design

603.14

No. RW/NH-33044/27/2004-S&R (R) **Dated, the 12th April, 2006**

To,

The Secretaries of States/Union Territories/Public Works Departments (dealing with National Higwhays and otehr centrally sponsored schemes); The Engineers-in-Chief and Chief Engineers of State PWDs and U.T.s (dealing with National Highways); The Chairman, National Hihgways Authority of India; The Director General (Border Roads)

Subject : Use of Language on Kilometer Stones and Sign Boards on National Highways

Please refer to the Ministry's guidelines on the above mentioned subject issued vide letter of even no. dated 24.12.2004. inter-alia requesting that all the existing kilometer stones and road signs were to be re-inscribed in conformity with the stipulated guidelines contained therein latest by 31.3.2005 and compliance report sent to the Ministry latest by 21.04.2005. A copy of this is enclosed herewith for ready reference.

2. It is requested that the status of implementation and the progress achieved as on 31.03.2006 pursuant to these instructions may be urgently furnished so as to reach the Ministry latest by 24.04.2006.

3. The matter may please be accorded top priority.

(Enclosure to Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways, letter No. RW/NH-33044/10/2002-S&R(R) dated 12.8.2002)

Government of India
Ministry of Shipping, Road Transport & Highways
Deptt. of Road Transpor & Highways

No. RW/NH-33044/27/2004-S&R(R) **Dated, the 24th December, 2004**

To,

Chief Secretaries/Secretaries (PWD/Roads) of all State Governments/UTs dealing with National Highways and Centrally Sponsored Schemes. Engineer in Chief/Chief Engineers of States/UTs dealing with Natinal Highways and Centrally Sponsored Schemes. Director General (Border Roads); Chairman, Natinal Highways Authority of India.

Subject : Use of language on kilometer stones and sign baords on National Highways

In supersession of the Ministry's circular No. NH-III/P/24/76 dated 16.06.1981, following are the consolidated instructions on the language to be used inscribing the kilometer stones and sign boards on National Highways for strict compliance.

(I) Kilometre stones

(i) According to the revised standard on the subject, the place names should be inscribed on these stones in different scrips in the following sequence.

Km No.	Script/Language for place name	Place to be shown
0	Local and Roman (English)	Terminal/starting station on top in Local language followed by kilometterage and then the name of terminal/starting station will be followed in Roman (English) and below this, the next important town in local language followed by kilometerage in symmetrical manner.
1.	Hindi (Devnagri Script) and Local	Next important town in Hindi on top and in local language on bottotm and in between kilometerage in symmetrical manner.
2.	Local language	Next improtant town follwoed by kilometerage.
3.	Hindi (Devnagri Script) and Local	Terminal Station in Hindi on top and in local language on botom and in between kilometerage in symmetrical manner.
4.	Local language	Terminal Station followed by kilometerage
5.	Local and Roman (English)	Terminal Station on top in Local language followed by kilometerage and then the name of terminal station will be followed in Roman (English) and below this, the next important town in local language follwoed by kilometerage in symmetrical manner.
6.	Hindi (Devnagri Script) and Local	Next important town in Hindi on top and in local language on bottom and in between kilometerage in symmetrical manner and so on, repeated in the same order

2. It is requested that concerned Filed Officers may be instructed to draw the action plan and all the eisting kilometer stones and road signs are to be re-inscribed latest by 31.03.2005 and compliance report sent to the Ministry latest by 21.04.2005.

3. The expenditure on rewriting the km stones and sign boards may be met out from the M&R grants released from time to time.

4. The contents of this letter may be brought to the notice of all concerned officers in your Department for strict compliance within the time frame.

603.15

No. RW/NH-33044/27/2004-S&R (R) **Dated, the 8th June, 2006**

To,

Chief Secretaries/Secretaries (PWD/Roads) of all State Governments/UTs dealing with National Highways and Centrally Sponsored Schemes; Engineer in Chief/Chief Engineers of States/UTs dealing with National Highways and Centrally sponsored schemes; Director General (Border Roads); Chairman, National Highways Authority of India

Subject : Use of Language on Kilometer Stones and Signboards on National Highways

Please refer to Ministry's guidelines issued vide letter of even No. dated 24.12.2004 requesting therein that all the existing kilometer stones and road signs be reinscribed as per the guidelines latest by 31.03.2005 and

compliance report sent to the Ministry latest by 21.4.2005. Copy of the above letter is enclosed for ready reference. Further, to this, a reminder of even no. dated 19.4.2006 was also issued to send the progress report latest by 24.4.2006 as per the status as on 31.3.2006 in compliance to the above directions on priority (Copy enclosed). No report has been received so far. It is therefore requested that the status report as on 31.3.2006 may please be made available by 15th July 2006 positively. The matter may be given top priority.

603.16

No. RW/NH-33044/27/2004-S&R (R) **Dated, the 28th June, 2006**

To,

The Chief Engineers of States/UTs dealing with National Highways and Centrally Sponsored Schemes;
The Director General (Border Roads); The Chairman, National Highways Authority of India

Subject : Numbering of Kilometer Stones on National Highways

It has been observed that some of the National Highways have more than one starting/termination station indicating sections and kilometre is not continuous. It is proposed that the kilometer stones shall be numbered in a continuous manner from the point of origin to the point of termination of NH irrespective of the State/Section through which it passes. This may, however, pose some difficulties. Some such difficulties may be as under:-

(i) In case of change in road length consequent upon the construction of bypass/realignment/ geometric improvement in future at any intermediate section, the entire length of NH has to be renumbered beyond that section.

(ii) The documents and records at present may have different chainages than the chainges with new re-numbered kilometer stones.

(iii) Various notifications issued from time to time for some of the stretches are based on the existing kilometer stones which may have to be amended every time upon adjustment of length of National Highway.

There may be some more difficulties which may also require detailed consideration. It is requested to highlight such issues also if any.

As the issue may have far reaching implications, it is requested to give suggestions to effectively implement the proposal duly addressing the probable difficulties.

It is requested that your considered views/comments may be sent to the Ministry latest by 15th July 2006.

604.25

NO. RW/NH-33044/23/2007-S&R(R) *Dated, the 31st October, 2008*

To

Secretary (PWDs) of all states and Governments/UTs dealing with National Highways, Engineer-in-Chief/Chief Engineer (PWDs) of all State Govts./UTs of dealing with National Highways, Secretary, Transport of all State Government and UTs, Director General (Border Roads), The Chairman, National Highways Authority of India.

Subject : Traffic Safety measures on approaches to narrow Road Over Bridges (ROBs).

Width of Road Over Bridges (ROBs) are ideally kept same as their approaches for unhindered flow of traffic. However with the growth of traffic and other considerations like availability of funds and ease of construciton, the approaches on either side of the Road over Bridges get widened earlier than the corresponding widening of the bridges. Increasing width of bridges involves design and slow pace of construction since time for construction is restricted due to train movement on railway track/traffic on road. Due to these constraints, at some locations the width of ROBs is less than that of the approaches.

2. Narrow Road Over Bridges (ROBs) having width of deck less than the width of approaches are potential source of accidents. Where the approaches have been widened, the drivers expect the bridges on the way have also been widened. It is necessary to provide positive guidance so that the drivers have sufficient information to safely negotiate the narrow bridges. For this purpose, the following measures shall be adopted as per site requirement.

3. **For existing narrow ROBs: Approaches are yet to be widened**

3.1 The bridge shall be widened prior to widening of approaches such that the proposed widening of carriageway of approaches matches with the carriageway on the bridge.

3.2 During widening of a stretch of road, if for the time being the bridges are not being considered for widening, then the width of approaches to the bridge are not to be widened.

3.3 In case the length of approaches is not defined then, the carriageway width in at least a length of 90m (approach length) on either side of the ROBs shall be same as that of the bridge. If the carriageway width of bridge is 7.5m (2 lane), then the carriageway width of approach in a length of 90m shall be of 2-lane i.e. 7m. After 90m, the pavement if required may be widened to 2-lane with paved shoulders. The taper from 7m width to 10m shall be in 30m (1 in 20). Details given in Fig. 1.

3.4 Speed Restriction Sign Fig. 3(a) Narrow Bridge Ahead Sign Fig. 3(e), and Overtaking Prohibited Dign Fig. 3(f), shall be provided as per site and traffic requirements. Speed restriction Ends Sign Fig. 3(g) may be provided after the bridge. Distances of these signs from the narrow bridge, for plain and rolling terrain are indicated in **Fig. 1.**

4. **For existing narrow ROBs: Where approaches have already been widened to 2-lane with paved shoulders**

Widening of all such bridges to match the carriageway of approaches shall be taken up on priority as a permanent measure. Till such time widening of bridge is carried out, the following measures (Refer Fig. 2) shall be taken up as per site requirement.

4.1 **Immediate measures to be taken up:**

4.2 Rumble strips as indicated in Fig. 3(b) shall be provided on the existing paved shoulders of the approaches, over a distance of 60m, on the sides approacheing the bridge to discourage use of slow/down any traffic on paved shoulders.

4.3 The desirable speed of approaching traffic to the bridge is not more than 40 kmpt. Speed Restriction Sign

Fig. 3(a) may be provided at suitable location along with subsequent Speed Restriction Ends sign (after passing the ROB) Fig. 3 (g).

4.4 **Centreline:**

4.4.1 Pavement centre line (a solid yellow centreline for the No Over Taking Zone as per IRC:35) shall be provided in a length of 180m (for plain and rolling terrain) on either side of the ROB. For bridges of width between kerbs more than 6m, yellow centre line shall be provided on bridge deck and approaches.

4.4.2 Yellow centre line shall not be provided on bridge and 30m immediate approaches for the abutment in case width between kerbs of bridge is less than 6m as per Clause No. 8.2.8 of IRC:35-1997 as shown in **Fig. 2.**

4.5 At the bridge, horiztonal spacing between the edge line shall be equal to the carriageway width at the bridge i.e. for an intermediate lane bridge of 5.5 m carriageway the spacing between edge lines is 5.5 m. This spacing in the edge lines on approaches shall be maintained for a distance of 60m on either side of the bridge. Thereafter the edge line shall be tapered in a length of 15 m, to get the horizontal spacing between edge lines equal to 7 m. Edge lines at a spacing of 7m shall be continued for the balance length of approaches. Details given in **Fig. 2.**

4.6 Hazard marker signs at the head wall shall be provided. Alternatively, the headwall of the narrow bridge shall be marked by not less than 5 alternating black and yellow strips. The strips shall slope downwards at an angle 45^0 towards the side of the obstruction on which traffic is to passes. The alternating strips shall be uniform and not less than 100mm in width. Typical markings are illustrated in **Fig. 3(d).**

4.7 Speed Restriction, Overtaking Prohibited and Narrow Bridge Ahead Signs shall be provided as through out para 3.4 above.

4.8 Safety barriers shall be provided as per this Ministry's Circular No. RW/NH/33022/1/94/DO-III dated 24th June, 1994. Retro-reflective paint shall be applied on the vertical support on the safety barrier {Refer Fig. 3(c)}. Safety barriers shall be provided at least on the two approaching sides {Refer **Fig. 2**} for 45m distance.

4.9 Energy absorption devices can be provided at abutment of bridge marked (a).

5. **Road Over Bridge improvements:** Until the bridge is widened, it has to be maintained in traffic worthy condition by undertaking repair to the bridge structure such as cracks in bridge superstructure/substructure and railing, filling of potholes, replacement of bituminous wearing coat on the deck surface and formulating better connections between bridge abutments and immediate approaches.

6. Provision for replacement/widening of narrow ROB on NHs may be made in the Annual Plan works so that such traffic hazards get removed at the earliest possible. For narrow ROBs, which are not likely to be replaced/widened shortly, estimate for providing road safety measures and bridge repair as brought out in para 4 and 5 respectively, may be submitted for consideration of the Ministry.

It is requested that the contents of this letter may be brought to the notice of all concerned.

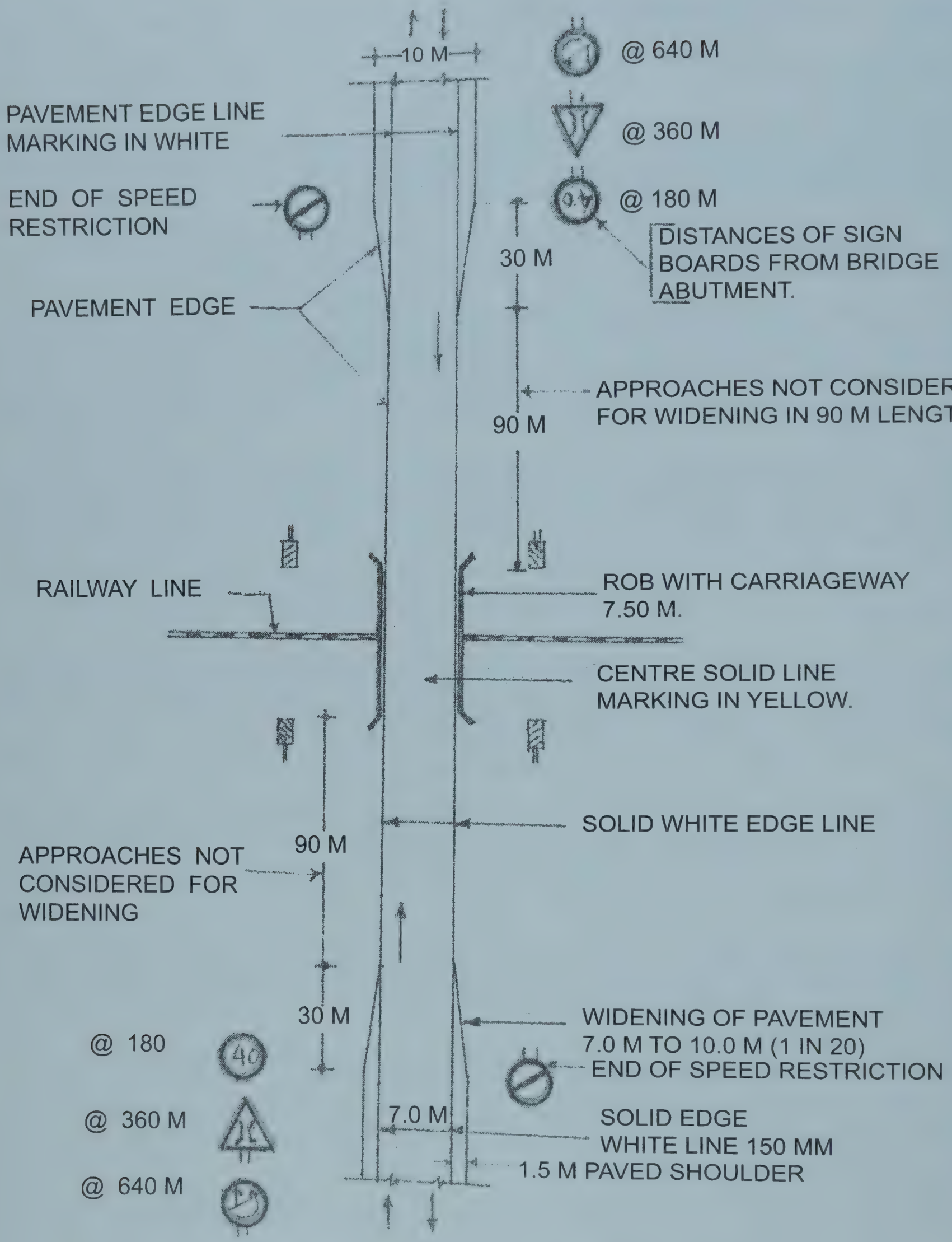


Fig. 1. Approaches at Existing Narrow Road over Bridges (ROB's)

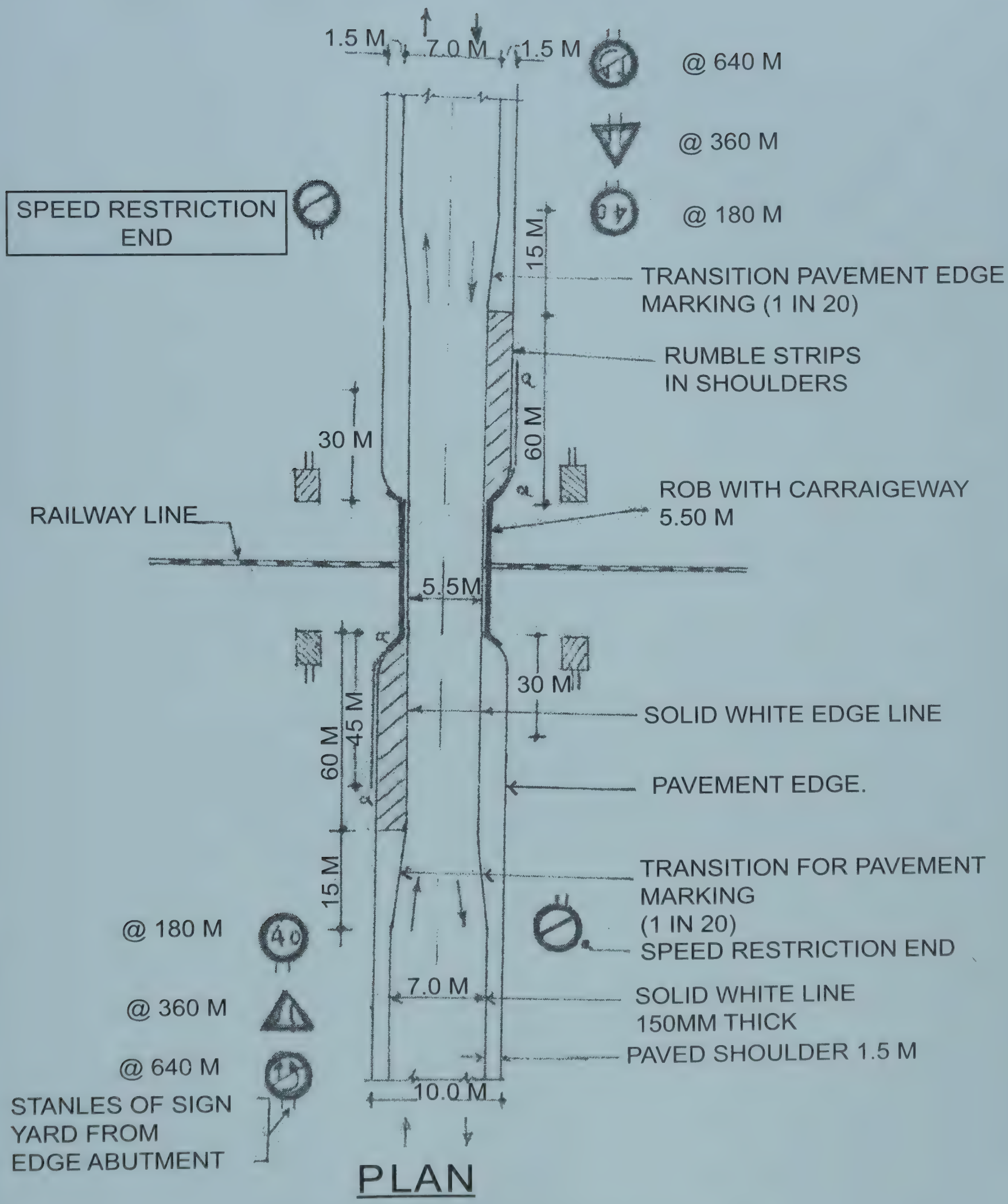
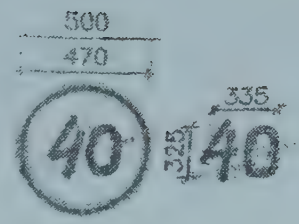
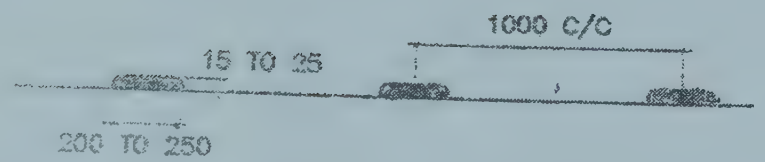


Fig. 2. Road Safety Measures on Existing Approaches to Narrow ROB's

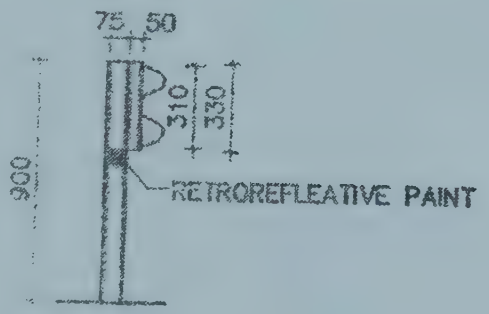


SPEED LIMIT

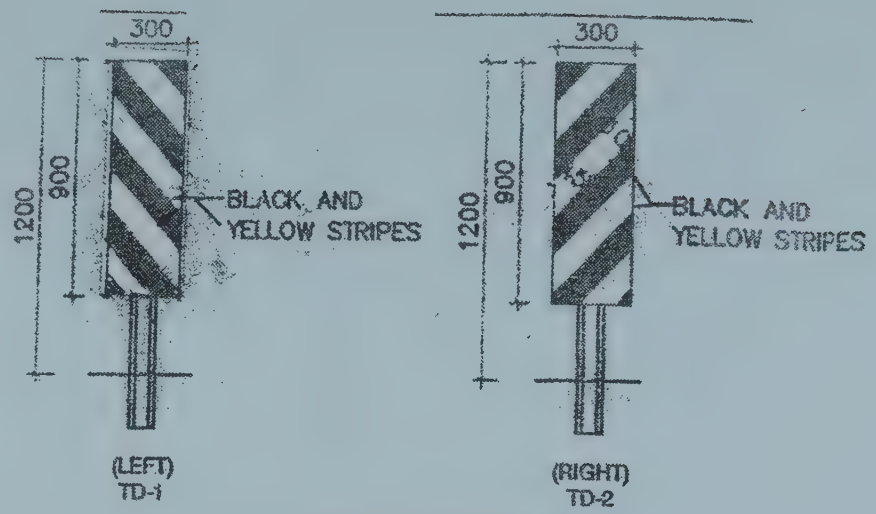
(a) DETAILS OF TB



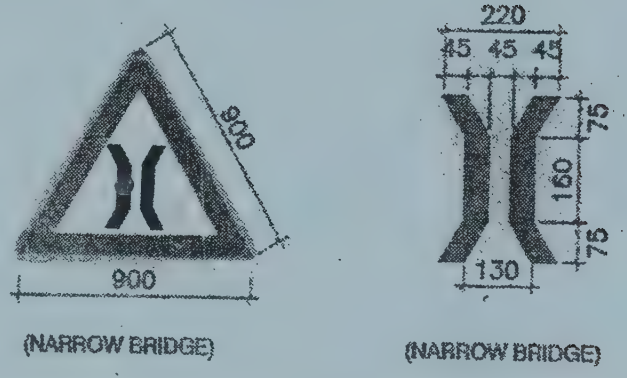
(b) RUMBLE STRIP CROSS SECTION



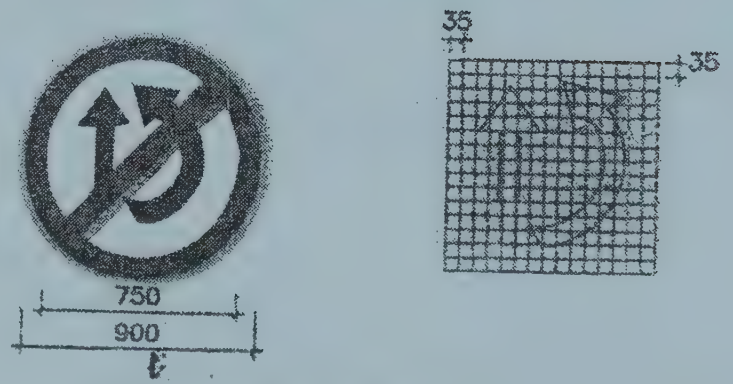
(c) CRASH BARRIER



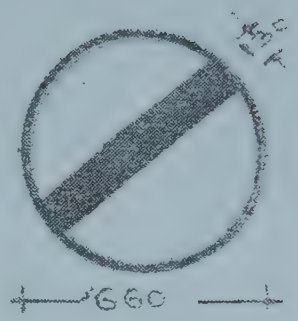
(d) HAZARD MARKERS



(e) DETAILS OF TA



(f) OVERTAKING PROHIBITED



(g) SPEED RESTRICTION ENDS

Fig. 3.

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
702.20	RW/NH-35072/6/2007-S&R (R) dated 23.5.2008	Use of City compost in plantation in medians, turfing on side slopes of embankment and plantation of trees in right-of-way along National Highways	702/15 & 16

702.20

NO. RW/NH-35072/6/2007-S&R (R) *Dated, the 23rd May, 2008*

To

The Secretary, PWDs of all State Government/UTs (dealing with National Highways), Engineer in Chief/ Chief Engineers of States/UTs dealing with National Highways, Director General (Border Roads), Chairman, National Highways Authority of India (NHAI)

Subject : **Use of City compost in plantation in medians, turfing on side slopes of embankment and plantation of trees in right-of-way along National Highways**

In response to a directive by the Hon'ble Supreme Court of India, an Inter-Ministerial Task Force was constituted by the Ministry of Urban Development for promoting integrated plant nutrient management using city compost along with synthetic fertilizers. The Hon'ble Supreme Court had accepted the recommendations of the Task Force and directed all concerned agencies to implement the recommendations.

2. The Inter-Ministerial Task Force has inter-alia recommended that the use of city compost for all road dividers, embankment stabilization and road side greening etc. should be made mandatory. The quality standards laid down by the Task Force for compost from Municipal Solid Waster (MSW), till Bureau of India Standards (BIS) comes out with standards, is placed at **Annex-I.**

3. It has, therefore, been decided that city compost shall be used as organic fertilizer for plantations in medians, turfing on side slopes of embankment and plantation of trees in right of way along National Highways as per requirement depending upon availability of city compost of desired quality as specified in **Annex-I** and economy. Use of city compost along state roads may also be adopted as in the case of National Highways.

4. The feedback on its utilization may be reported to the Ministry.

Annex-I

Compost Quality Characteristics Recommended by the Sub-Group

Sl. No.	Item	Organic Fertilizer (From MSW)	Enriched Organic Fertilizer
I.	**CHEMICAL PARAMETERS**		
1.	Moisture %	15-25	15-25
2.	Organic Carbon % (Min.)	16	20
3.	Total Nitrogen % (Min.)	0.8	1.5
4.	Total Phosphate as P_2O_5 % (Min.)	0.8	1
5.	Total Potash as K_2O % (Min.)	1.0	1.5
6.	C/N Ratio	12:1-20:1	12:1-20:1
7.	pH	6.5-7.5	6.5-7.5
8.	Electrical Conductivity (m.mhos) (Max.)	4	4
9.	Bulk Density	0.7-0.9	0.7-0.9
10.	Inert Material (Max.)	25	20
11.	Particle size	Entire material to pass through 4 mm IS sieve	Entire material to pass through 4 mm IS sieve
12.	Physical Condition	Powdery, Non sticky, Free flowing, free from foul smell and free from live weeds	Powdery, Non sticky, Free flowing, free from smell and free from weeds
II.	**MICROBIOLOGICAL PARAMETER**		
13.	Total Bacterial count/gm carrier (Min.)	10^8-10^{10}	10^8-10^{10}
14.	Total Salmonella and Higella sp	Nil	Nil
III.	**HEAVY METALS**		
15.	Cadmium ppm (Max.)	5	5
16.	Chromium ppm (Max.)	50	50
17.	Lead ppm (Max.)	100	100
18.	Arsenic ppm (Max.)	10	10
19.	Mercury ppm (Max.)	0.15	0.15
20.	Nickel ppm (Max.)	10	10
21.	Copper ppm (Max.)	300	300
22.	Zinc ppm (Max.)	1000	1000

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
1320.2	NH-35074/5/2202-S&R (B) dated 14.12.2007	Review of Indian Standards	1320/2 & 3

1320.2

No. RW/NH-35074/5/2003-S&R *Dated, the 14th December, 2007*

To,

All the Chief Engineers of States/UTs, PWD, (Dealing with National Highways and other Centrally Sponsored schemes), The Chairmna, National Highways Authority of India, Consultants (as per list).

Subject : Review of Indian Standards

Bureau of Indian Standards (BIS) reviews Indian Standards at least once in five years from its publication/ last reaffirmation and the following Indian Standards have become due for review:

i)	IS 1785 (Part-1):1983	Specificaitons for plain hard drawn steel wire for pre-stress concrete: Part 1 Cold drawn stress relieved wire (Second Revision)
ii)	IS 1785 (Part-2):1983	Specifications for plain hard drawn steel wire for prestressed concrete: Part 2A drawn wire (First-Revision)
iii)	IS 6006:1983	Specification for uncoated stress relieved strand for prestressed concrete (First Revision)
iv)	IS 14268:1995	Specification for uncoated stress relieved low relaxation seven ply strand for prestressed concrete.

BIS vide their letter dated 20.11.2007 (copy enclosed) has requested to critically examine and review the above mentioned Standards in the light of any international/overseas standards and latest technological developments that might have taken place in the interim period since their publication/last reaffirmation with a view to updated the same and make their implementation more effective.

It is requested to furnish the comments on the Standards to the Ministry earliest by 22nd December, 2007 so that the same may be communicated to BIS.

(Enclosure to MOSRT&H letter No. RW/NH-35074/5/2003-S&R dated 14th December 2007)

BUREAU OF INDIAN STANDARDS

MANAK BHAVAN, 9 BAHADUR SHAH ZAFAR MARG, NEW DELHI

Ref. No. CED 54/Reaffirmation **Dated, 20th November 2007**

All Members of

CONCRETE REINFORCEMENT SECTIONAL COMMITTEE, CED 54

Sub: Review of Indian Standards.

You may be aware that Indian Standards are reviewed at least once in five years from its publication/last reaffirmation. Accordingly, the Indian Standards formulated by Concrete Reinforcement Sectional Committee, CED 54 which were published/last reaffirmed on or before 31st March 2003 have become due for review and are given in **Annex 1.**

The options for actions to be taken after review are as follows.

i) Reaffirmation indicating continuing current of the standard without change;

ii) Amendment and reaffirmation indicating the continuing currently of standard after necessary changes to bring it upto date;

iii) Revision involving the routine procedure for new project and reaffirm for time being;

iv) Declaration of obsolescene indicating by amendment that the standard is not recommended for use in new equipment but needs to be retained to provide for the servicing of existing equipment that is expected to have a long working life;

v) Withdrawal indicating that the standard is no longer needed.

We would now sincerely request you to please review these standards in the light of any international/ overseas Standards and latest technological developments that might have taken place in this interim period since their publication/last reaffirmation with a view to update the same and make their implementation more effective.

Broadly review of the standards may involve the following steps wherever applicable.

i) Examination with regard to base standards;

ii) Comparison with overseas standard;

iii) Review in the light of technological changes;

iv) Analysis of comments from users/others;

v) Discussion with Industries/Association etc.

You are, therefore, requested to critically examine the above mentioned standards and send your comments/suggestions as early as possible but not later than 31 December 2007 so that necessary actions could be initiated in reaffirmation/withdrawal of the standards. In case we do not hear anything from you by the said date, we shall presume your confirmation in respect of reaffirmation of the standards in their present form.

Annexure-I

CED 54 Concrete Reinforcement Sectional Committee

Sl. No.	IS Number/DOC Number	Title
1.	IS 1785 (Part 1) : 1983	Specification for pain hard-drawn steel wire for prestressed concrete. Part 1 Cold-drawn stress relieved wire (Second Revision)
2.	IS 1785 (Part 2) : 1983	Specification for plain hard-drawn steel wire for prestressed concrete: Part 2 As drawn wire (First Revision)
3.	IS 6006: 1983	Specificaiton for uncoated stress relieved strand for prestressed concrete (First Revision)
4.	IS 14268: 1995	Specificaiton for uncoated stress relieved low relaxation seven ply strand for prestressed concrete

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
1620.12	No. RW/NH-34057/1/2002-S&R (B), dated 23.06.2005	Empanelment of Manufacturers of Bearings as Suppliers for use on Bridges on National Highways and other centrally sponsored schemes	1620/25 to 29
1620.13	No. RW/NH-34057/1/2002-S&R (B), dated 5.6.2008	Empanelment of firms as manufacturers/ suppliers of different types of bridge bearings on National Highways and other Centrally Sponsored Schemes. Change in address of the empanelled firm regarding.	1620/29

1620.12

No. RW/NH-34057/1/2002-S&R (B) **Dated, the 23rd June 2005**

To

The Chairman, National Highways Authority of India; The Director General (Border Roads); All Chief Engineers of States/Union Territories/Public Works Department/Road Construction Department/Highway Departments (dealing with National Highways and other Centrally sponsored schemes)

Subject : Empanelment of Manufacturers of Bearings as Suppliers for use on Bridges on National Highways and other centrally sponsored schemes.

This Ministry vide Ministry's letter No. RW/NH-34057/1/95-S&R dated 02.11.2000 and letter No. RW/NH-34057/1/2001-S&R(B) dated 11.09.2001 and dated 19.09.2001 and dated 19.9.2001 empanelled some Manufacturers of Elastomeric bearings, Pot/Pot-cum-PTFE bearings and Rocker & Rollers bearings, as Suppliers for use on the bridges on National Highways and other roads improved under centrally sponsored schemes. The validity of the empanelment as prescribed initially was up to 31.12.2002, which was extended, in stages, up to 30.06.2005.

2. For renewal of the empanelment of the existing pre-qualified existing Firms and empanelment of new Firms of Manufacturers, as Suppliers of bridge bearings, applications were invited by this Ministry from the interested Firms through an open advertisement published in the leading newspapers in the month of June, 2002.

3. The applications and details submitted by various interested Firms have been examined in the Ministry through the Committee dealing with the Bridge bearings. Based on examination and recommendations of the Committee, various Firms of Manufacturers of bridge bearings, as Suppliers for bridges on National Highways and other roads improved under centrally sponsored schemes have been empanelled as per the following details:-

(i) For Elastomeric bearings - 18 Firms as per the details given vide Annex-I.

(ii) For Pot/Pot-cum-PTFE bearings - 12 Firms as per the details given vide Annex-II.

(iii) For Rocker & Roller bearings - 10 Firms as per the details given vide Annex-III.

4. The empanelment is subject to the following conditions, to be strictly adhered to/followed by the empanelled Firms as well as the Departments/Agencies (User Agencies) procuring the bearings:-

4.1 **General**

4.1.1 The empanelled Firms are required to keep proper record of all documents pertaining to the procurement of raw materials, such as steel, cast/forge steel, PTFE, neoprene etc.

4.1.2 The empanelled Firms shall promptly intimate to the Ministry of any supply made by them to any User Agency indicating type and number of the bearing, location of the bridge, whether new construction rehabilitation/ repairs of existing bridge and the name of User Agency etc.

4.1.3 The empanelled Firms are required to have in-house capacity for designing the bearings, based on the data regarding the forces, movements, rotation etc. supplied by the clients.

4.1.4 The Engineer-in-Charge of the executive agencies: States/UT PWDs, NHAI, BRO etc. who are concerned with the acceptance of the bearings shall ensure that all the tests for the materials and finished bearings (randomly selected as per prescribed procedure) are carried out in their presence through an independent reputed testing laboratory.

4.1.5 Strict enforcement of the codal stipulations regarding the process and acceptance control tests as per IRC:83 (Part-I & Part-II) and Ministry's Specification for Road and Bridge works (4th Revision) shall be ensured by the pre-qualified Firms as well as the User Agencies while accepting the supply of bearings. To achieve this objective, the User Agencies should ensure that the Engineer-in-Charge concerned with the task of acceptance of bearings is adequately trained so as to make him fully conversant with the relevant IRC codes and specifications.

4.2 **Elastomeric Bearings**

4.2.1 Neoprene WRT, Bayprene 110, Skyprene B-5 and Denka S-40 V grade are to be used as raw elastomer for the manufacture of the elastomeric bearings and no other chloroprene should be accepted as equivalent of Neoprene WRT.

4.2.2 The empanelled Firms for elastomeric bearings shall either import chloroprene directly, or will purchase the material from an authorized agent of the foreign Manufacturer. A proper record of the quantity of the material imported/purchased as well as the details regarding the bearings manufactured, year-wise, shall be maintained by the empanelled Firm and, on demand, the record will be made available to the User Agency(ies) for inspection. All the representatives of the States/Union Territory PWDs concerned with the acceptance of elastomeric bearings will demand the above record along with supporting documents from the empanelled Firm chosen for supply, so as to ensure that only imported chloroprene has been used as raw elastomer in the manufacture of the elastomeric bearings.

4.2.3 It shall be clearly specified in the bid documents that the Supplier of elastomeric bearings shall provide with their quotations, the details of the break up of quoted rates including the prevailing price of imported raw elastomer used by them for the manufacture of elastomeric bearings, to arrive at the quoted rate of the finished bearings per cubic centimeter.

4.2.4 Notwithstanding the provision of clause 918.3.2 of IRC:83 (Part-II), it is hereby specified that for every lot of less than 24 bearings, an extra bearing shall be manufactured and out of the lot, one bearing will be selected at random for carrying out material tests. This bearing shall be excluded from the accepted lot for the purpose of payment.

4.2.5 Polymer identification test as per clause 915.1.5 of IRC:83 (Part II)- 1987 is mandatory. The Manufacturer shall get the test done through a recognized laboratory having the facility of infrared spectro photometry and the spectra shall be comparable to a reference sample of polychloroprene. The test shall be carried out on the core of the elastomeric bearings i.e. on the material to be obtained by removing the outer layers.

4.2.6 The periodical test of ozone resistance of the elastomer shall be got gone by the Supplier in accordance with clause 915.2.3 of the code IRC:83 (Part-II). A record of test results for the bearings (for both in-house and that of outside agencies) shall be systematically maintained by the Manufacturer and it shall be produced to the accepting authority, on demand.

4.3 **Pot cum PTFE Beaings:**

The pot being the most important component of the Pot cum PTFE bearing, the User Agency shall ensure that proper casting facilities for casting of the pot are available with the Selected Supplier in his Casting Unit. The pre-qualification of the bearing Manufacturers, as Supplier does not permit casting by associate and supplying the pot to the empanelled Firm intending to supply the bearings.

4.4 The following undertaking shall be taken from Suppliers of elastomeric and Pot/Pot-cum-PTFE bearings:

(a) "We undertake to use _____ in the manufacturing
(Name of chloroprene)

of the bearings and that the same shall be imported by us directly from _____/
purchased from _____
Name of Manufacturer) (Name of Agent)
who is the authorized Indian agent of M/s _____
(Name of the Manufacturer)

(b) "We hereby guarantee against defective materials manufactured, workmanship as well as certify quality assurance at every step of Manufacturing of ---------- (Nos.). Elastomeric bearings that may be supplied

by us as per this Office and which shall be installed at the _____
(Name of the Bridge)
for a period of 15 years, under normal loading, normal traffic and routine maintenance. We also stand guarantee for the free repair and replacement (including the cost of placing the new bearings in position) in part or full, if any defect is found in the bearings or part thereof within the period of 36 months from the date of supply or 24 months from the date of installation, whichever is earlier, except for defects arising out theft, pilferage, floods, earthquake or any other natural calamity etc. over which we have no control".

(c) "We also give an undertaking that the entire manufacturing and testing process shall be open to inspection by the agents of the State/UT PWDs/NHAI or their authorized representatives and that all possible help shall be extended in conducting the relevant tests required as per IRC:83 (Par-II)-1987 and other instructions issued by the Ministry of Shipping, Road Transport and Highways from time to time."

5. This empanelment of the Manufacturers, as Suppliers, of various types of bridge bearings will be valid up to 30th June, 2008, or until further order of he Ministry, whichever is earlier.

6. A report on the performance of bearings supplied, (particularly with reference to any adverse behaviour like bulging, flattening, splitting, etc. for the neoprene bearings) may be maintained and sent to the Ministry from time to time, and a consolidated yearly report to be furnished by 30th April every year.

7. This circular supersedes the previous circular No. RW/NH-34057/1/2002-S&R(B) dated 28.12.2004. The contents of this letter may be brought to the notice of all the officers of your Department dealing with bridge works on Naitonal Highways and other Centrally Sponsored Schemes. This empanelment will be effective from 1.7.2005.

Annexure-I

LIST OF FIRMS RECOMMENDED BY THE COMMITTEE FOR EMPANELMENT AS MANUFACTURER OF ELASTOMERIC BEARINGS FOR SUPPLY TO BRIDGES ON NATIONAL HIGHWAYS AND OTHER CENTRALLY SPONSORED SCHEMES

Sl. No.	Name of Firm	Address of Firm
1.	Elastomet Bearings Pvt. Ltd.	42-B, Motilal Basak Gardens, Kolkata-700054
2.	Exjomet & Allied Products Pvt. Ltd.	42-B, Motilal Basak Gardens, Kolkata-700054
3.	Atur Rubber Products	Atur Chambers, 2-A, Moledina Road, Pune-411001
4.	Construction Equipment Company	C-6 Shastri Nagar, Meerut-250005 (U.P.)
5.	J.K. Steel & Polymer (India)	506, Model Town, Yamuna Nagar-135001, Haryana
6.	Hevea Rubber Technologies Pvt. Ltd.	21, Development Plot, YMA Road, Poovanthuruthu, P.O. Kottayam-686012, Kerala
7.	The Freyssinet Prestressed Concrete Co. Ltd.	6/6, 6th Floor, Sterling Centre, Dr. Annie Besant Road, Worli, Mumbai-400 018
8.	J. Sons Engineering Corpn. Ltd.	J. Sons House, Garh Road, Meerut-250002
9.	Steel Auto Industries	506, Model Town, Yamuna Nagar-135001, Haryana
10.	Kanta Rubber Pvt Ltd.	143/144, I.D.A. Phase-V, Jeedimetla, Hyderabad-500085
11.	Sanfield India Limited	13-A, D-Sector, Industrial Area, Govindpura, Bhopal-462023

Sl. No.	Name of Firm	Address of Firm
12.	Killick Nixon Ltd. Construction Equipment Division, Mumbai	Killick House, Killick Estate, Baji Pasalkar Marg, Chandivali, Mumbai-400 072
13.	Saurabh Metals Pvt. Ltd. Bhopal	45, Ancillary Industrial Estate, Habibganj, Bhopal-462024
14.	Polymer Products, Nasik	72, Mahavir Centre, Sector-17, Vashi, Navi Mubai-400 705.
15.	R.S. Arora Industries, Hyderabad	Plot No. 61, S.V. Cooperative Industries Estate, Balangar, Hyderabad-500 037
16.	Killick Engineering Limited, Mumbai	Killick Estate, Baji Pasalkar Marg, Chandivali, Mumbai-400 072
17.	Maruti Techno Rubber Pvt. Ltd. Noida	B-69, Sector-5, Noida-201301 (U.P.)
18.	Tricon Polymers Pvt. Ltd Mumbai	D-11, Udyog Sadan No. II, Central Road, Opposite ESIC Hospital, MIDC, Andheri (East),

Annexure-II

LIST OF FIRMS RECOMMENDED BY THE COMMITTEE FOR EMPANELMENT AS MANUFACTURER OF POT CUM PTFE BEARINGS FOR SUPPLY TO BRIDGES ON NATIONAL HIGHWAYS AND OTHER CENTRALLY SPONSORED SCHEMES

Sl. No.	Name of Firm	Address of Firm
1.	J.K. Steel & Polymer, Yamuna Nagar	506, Model Town, Yamuna Nagar-135001, Haryana
2.	Steel Auto Industries, Yamuna Nagar	506, Model Town, Yamuna Nagar-135001, Haryana
3.	Saurabh Metals Pvt. Ltd. Bhopal	45, Ancillary Industtrial Estate, Habibganj, Bhopal-462024
4.	Dynamic Prestress (I) Pvt. Ltd., Nasik	E-46, MIDC, Satpur, Nasik-422007
5.	J. Sons Engineering Corpn. (India), Meerut	J. Sons House, Garh Road, Meerut-250002
6.	Sanfield India Limited, Bhopal	13-A, D-Sector, Industrial Area, Govindpura, Bhopal-462023
7.	Tefcon Bearing Pvt. Ltd., Pune	24, Padma Darshan Society, Behind Rowat Brothers, Satara Road, Pune-411009
8.	J. Sons Engineering Corpn. Ltd.	J. Sons House, Garh Road, Meerut-250002
9.	Killick Nixon Ltd. Construction Equipment Division, Mumbai	Killick House, Killick Estate, Baji Pasalkar Marg, Chandirali, Mumbai-400072
10.	Metal Engineering and Treatment Co. Pvt. Ltd. Kolkata	42-B, Motilal Basak Gardens, Kolkata-700 054.
11.	Steelmet Bridge Bearings Pvt. Ltd. Kolkata	42-B, Motilal Basak Gardens, Kolkata-700 054
12.	Metco group Engineers Pvt. Ltd. Kolkata	42-B, Motilal Basak Gardens, Kolkata-700 054
13.	BBR (India) Ltd. Bangalore	12, Palace Road, Bangalore-560 052.

Annexure-III

LIS OF FIRMS RECOMMENDED BY THE COMMITTEE FOR EMPANELMENT AS MANUFACURER OF STEEL ROCKER & ROLLER BEARINGS FOR SUPPLY TO BRIDGES ON NATIONAL HIGHWAYS AND OTHER CENTRALLY SPONSORED SCHEMES

Sl. No.	Name of Firm	Address of Firm
1.	J.K. Heavy Engineers, Yamuna Nagar	506, Model Town, Yamuna Nagar, 135001, Haryana
2.	Steel Auto Industries, Yamuna Nagar	506, Model Town, Yamuna Naga , 135001, Haryana
3.	Saurabh Metals Pvt. Ltd. Bhopal	45, Ancillary Industrial Estate, Habibganj, Bhopal-462024
4.	Dynamic Prestress (I) Pvt. Ltd. Nasik	E-46, MIDC, Satpur, Nasik-422007
5.	J. Sons Engineering Corpn. (India), Meerut	J. Sons House, Garh Road, Meerut-250002
6.	J. Sons Engineering Corpn. Ltd., Meerut	J. Sons House, Garh Road, Meerut-250002
7.	Killick Nixon Ltd. Construction Equipment Division, Mumbai	Killick House, Killick Estate, Baji Pasalkar Marg, Chandirali, Mumbai-400 072
8.	Metal Engineering and Treatment Co. Pvt. Ltd., Kolkata	42-B, Motilal Basak Gardens, Kolkata-700 054
9.	Steelmet Bridge Bearings Pvt. Ltd., Kolkata	42-B, Motilal Basak Gardens, Kolkata-700 054
10.	Metco Group Engineers Pvt. Ltd., Kolkata	42-B, Motilal Basak Gardens, Kolkata-700 054

1620.13

NO. RW/NH-34057/1/2002-S&R (B) ***Dated, the 5th June, 2008***

To

The Chairman, National Highways Authority of India, The Director General (Border Roads), The Director General (Works), Central Public Works Department, All Chief Engineers of States/UTs/Public Works Deptt/Road Construction Deptt./Highways Deptt. dealing with National Highways and other Centrally Sponsored Projects.

Subject : Empanelment of firms as manufacturers/suppliers of different types of bridge bearings on National Highways and other Centrally Sponsored Schemes. Change in address of the empanelled firm regarding.

Please refer to Ministry's Circular of even number dated 23.6.2005 enclosing therein the list of firms empanelled as manufacturers/suppliers of different types of bridge bearings. Following firms empanelled by the Ministry vide above referred Circular have intimated change in their address:

S.No.	Name of the Firm	Type of the bearings	Address
1.	M/s Metcogroup Engineers Pvt. Ltd.	Pot-cum-PTFE beairng and Steel Roller and rocker	45, Jhowtala Road, 3rd Floor, Kolkata-700 019.
2.	M/s Steelmet Bridge Bearings Pvt. Ltd.	Pot-cum-PTEF and Steel Roller and rocker	--do--
3.	Exjomet & Allied Products Pvt. Ltd.	Elastomeric bearings	--do--

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
1720.13	RW/NH-34059/2003-S&R(B), dated 18.10.2005	Empanelment of Suppliers for expansion joins	1720/51 to 54
1720.14	RW/NH-34059/2003-S&R(B), dated 18.10.2005	Empanelment of Suppliers for expansion joints-approval of local manufacturing of edge beam of single strip seal expansion joint.	1720/55
1720.15	RW/NH-34059/1/2004-S&R(B), dated 05.07.2006	Empanelment of Suppliers for expansion joints. Extension of approval for local manufacure of edge beams of single strip seal expansion joints.	1720/56 to 58
1720.16	RW/NH-34059/1/2004-S&R(B) Pt-II(4), dated 28.03.2007	Empanelment of Suppliers/manufacturers of expansion joints-renewal of approval for local manufacturing of the edge beams of single strip seal expansion joint in respect of M/s Z-Tech (India) Pvt. Ltd., New Delhi	1720/59 to 61
1720.17	RW/NH-34059/1/2004-S&R(B) Pt-II (5), dated 28.03.2007	Empanelment of Suppliers/manufacturers of expansion joints-approval of renewal for local manufacturing of the edge beams of single strip seal expansion joint for the already empanelled section and also for the new section RS A 80 Type-2, as well as approval for local manufacturing of the rubber seal.	1720/62 to 65
1720.18	RW/NH-34059/1/2004-S&R(B), Pt-II(6), dated 28.03.2007	Empanelment of Suppliers/manufacturers of expansion joints–approval for local manufacturing of the single strip seal expansion joint in their own brand name 'SANFIELD'.	1720/66 to 68
1720.19	RW/NH-34059/1/2004-S&R(B) Pt-II, Dated 16.07.2008	Empanelment of M/s Metal Engineering & Treatment Company (METCO), Kolkata in collaboration with the foreign principal M/s Mageba, SA, Switzerland for single strip seal, modular strip seal and asphaltic plug expansion joints. Cancellation of the empanelment of M/s METCO reg.	1720/69

1720.13

No. RW/NH-34059/1/2003-S&R (B) **Dated, the 18th October 2005**

To

The Chairman, National Highway Authority of India; The Director General (Border Roads); All Chief Engineers of States/UTs/PWDs (dealing with National Highways and other Centrally financed schemes).

Subject : Empanelment of Suppliers for Expansion Joints

In continuation to the Ministry's letter No. RW/NH-34059/1/96-S&R dated 20th February, 2001 and No. RW/NH-34059/2/2001/S&R (B) dated 14.12.2001 on the subject as mentioned above, the application of the following vendors for supply of the expansion joints have also been approved in addition to the firms already empanelled:

Sl. No.	Name of address of the Indian Supplier	Name and address of foreign manufacturer/ Collabo rators	Types of expansion Joint	Details of items to be imported from foreign manufacturer/ Collaborator	Remarks
(1)	(2)	(3)	(4)	(5)	(6)
*1.	Hercules Structural System Pvt. Ltd., D-35 Acharya Niketan, Mayur Vihar, Phase-1 New Delhi-110091	Hercules Engineering (SEA) Sdn Bhd, 12A, Jalan SB Jaya 1, Taman Industri SB Jaya, 47000, Sungai Byloh, Selangor Malaysia	(a) Single Strip Seal (b) Com-pression Seal (Chloroprene Seal)	Edge Beam & Strip seal All items	For Detail of section see Annex-A (page 1/3).
2.	Archana Structural Engineering (I) Pvt. Ltd. 70 Mahavir Centre, 4th Floor, Sector-17 Vashi, Navi Mumbai-400703	MAURER SOHNE, P.O. Box 440145, D-80750, Munchen, Germany	(a) Single Strip Seal (b) Modular Strip Seal	Edge Beam & Strip Seal All items	For Detail of sections see Annex-A (page 2&3/3).

*Note: The Hercules Structural System Pvt. Ltd., New Delhi in collaboration with Hercules Engineering (SEA) Sdn Bhd, Malaysia is empanelled for two years (from the date issue of this letter) only subject to the further extension after assessment of the performance of joints thereafter.

2. The above empanelment is further subject to following conditions:

1.1 Details of type, profile and major dimensions of edge beams and central beams of Strip Seal Joints and Modular Strip Seal Joints shall conform to those indicated in the sketches enclosed as Annex-A. Edge beam, central beam, neoprene seal and all other parts of expansion joints shall be imported from the main firm.

1.2 While arranging supply of expansion joints a warranty of trouble free performance for at least ten years should be obtained from the supplier. The joints showing any defect during this period

shall be got repaired/replaced by the respective firms at their own cost failing which the particular supplier may be debarred from the empanelled list.

1.3 The suppliers will furnish the record of the organizations/projects to whom they have supplied the expansion joints at the end of each year to the Ministry.

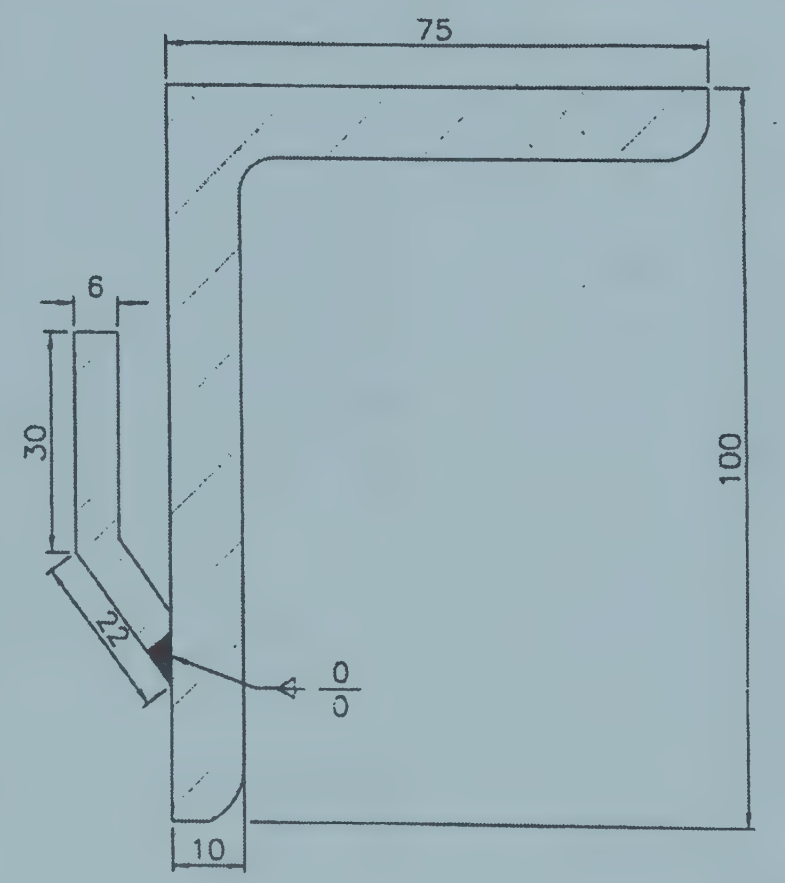
1.4 All other specifications/conditions as brought out in Ministry's letter No. RW/NH-34059/1/96-S&R dated 20.02.2001 will remain the same.

3. The earlier empanelment of M/s J. Sons Engineering Corporation Limited, Meerut in collaboration with M/s Maurer Sohne, Munchen, Germany for supply of single strip seal and modular strip seal joint stands terminated. Similarly the Empanelment of M/s Archana Structural Engineering (I) Pvt. Ltd., Mumbai in collaboration with M/s PROCEQ SA, Switzerland for supply of single strip seal and modular strip seal joint also stands terminated. The date of terminaion for both Empanelment shall become effective from the date of issue of this letter.

4. It is requested that the contents of this circular be brought to the notice of all concerned officers in your organization/department.

ANNEX-A

HERCULES ENGINEERING (SEA) SDN BHD
EDGE BEAM FOR SINGLE STRIP SEAL JOIN



EDGE BEAM FOR HERCULES SINGLE STRIP SEAL JOINT

Material quality :

Steel Grade : ASM A-36 or A-588

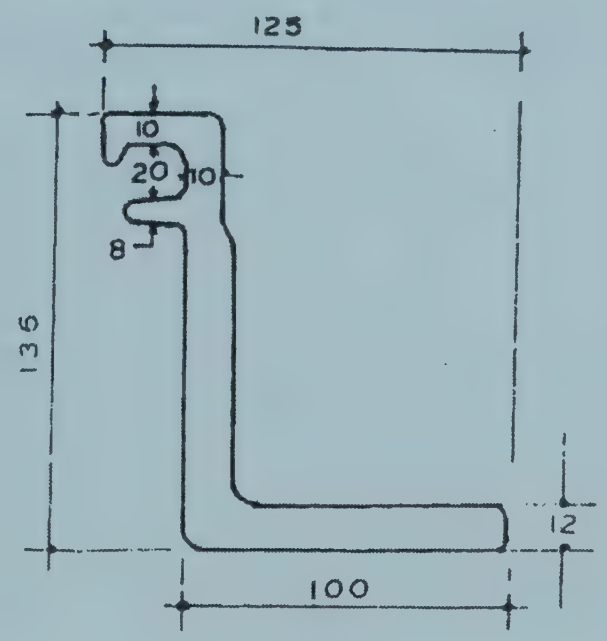
Area : 1950 Sq mm.

Note:– All dimensions are in mm.

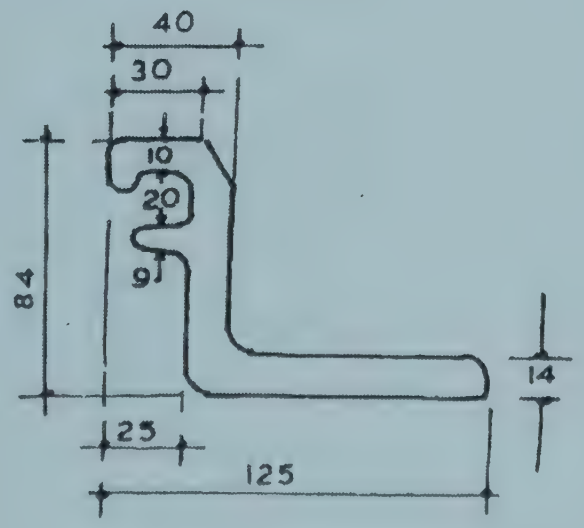
Name of Supplier:

HERCULES STRUCTURAL SYSTEMS PVT. LTD.

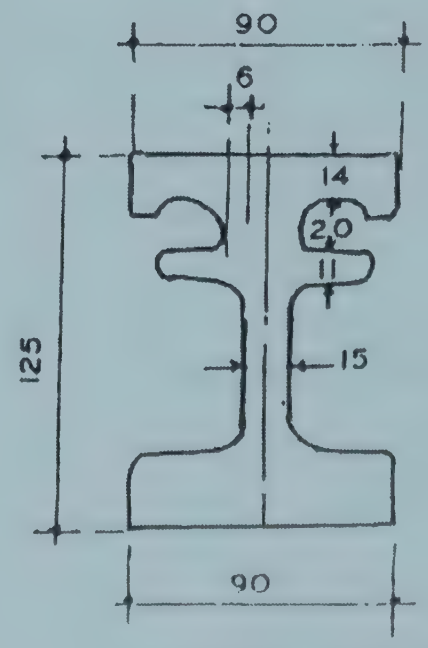
MAURER SOHNE'S
EDGE BEAMS & CENTRAL BEAMS
FOR
EXPANSION JOINTS



EDGE BEAM FOR SINGLE STRIP SEAL JOINTS
(BEAM DESIGNATION 7.1100)



A-EDGE BEAM
(BEAM DESIGNATION 7.1001)



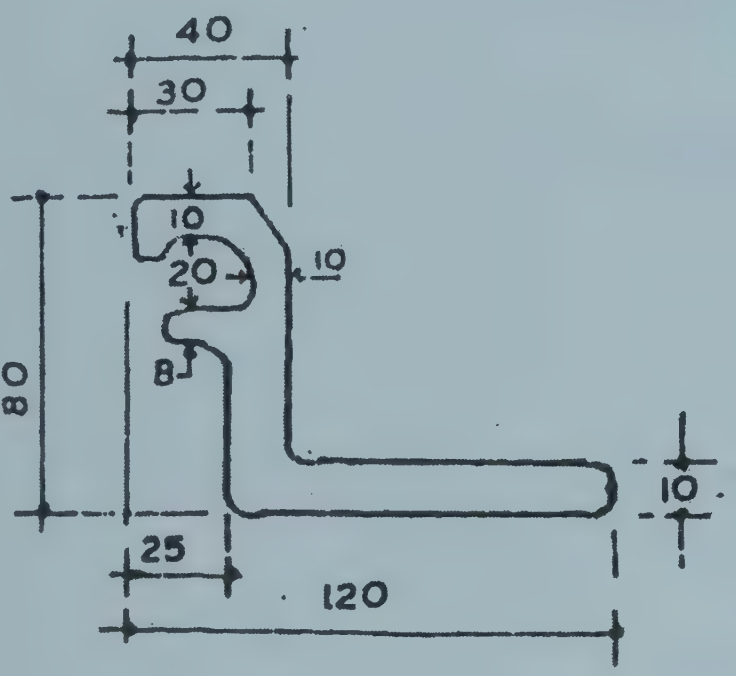
B-CENTRAL BEAM
(BEAM DESIGNATION 7.1002)

MODULAR JOINTS

Name of Supplier:
Archana Structural Engineering (I) Pvt. Ltd.

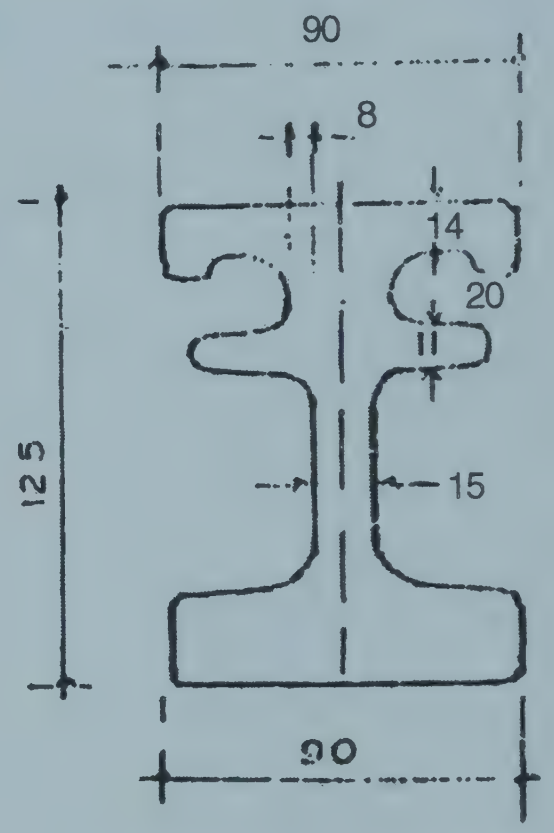
ANNEX A

MAURER SOHNE'S
EDGE BEAMS & CENTRAL BEAMS
FOR
EXPANSION JOINTS



A-EDGE BEAM

(Beam Designation 7.0001)



B-CENTRAL BEAM

(Beam Designation 7.1002)

MODULAR JOINTS

(UPTO 2 SEAL ONLY)

Name of Supplier:

Archana Structural Engineering (I) Pvt. Ltd.

1720.14

No. RW/NH-34059/1/2003-S&R (B) **Dated, the 18th October 2005**

To

The Chairman, National Highway Authority of India; The Director General (Border Roads); All Chief Engineers of States/UTs/PWDs (dealing with National Highways and other Centrally financed schemes)

Subject : Empanelment of Suppliers for Expansion Joints – approval of Local Manufacturing of Edge Beam of Single Strip Seal Expansion joint.

Ministry has empanelled various firms vide Ministry's letter at reference (ii) as supplier of expansion joints in collaboration with their foreign manufacturers. Subsequently M/s Sanfield (India) Ltd., Bhopal-462 023, an already empanelled firm was allowed for local manufacuring of edge beam of single gap strip seal in accordance with the approved sectional profile vide page 4/7 of **Annexure-I** of the letter No. RW/NH/34059/1/96-S&R dated 20.02.2001. This approval was valid up to 31st January, 2005.

Now, M/s Sanfield is being allowed to manufacture edge beam locally for single strip seal expansion joints under the license of their foreign principal M/s Watson Bowman Acme, USA for a period of further two years subject to the following conditions:

1.1 Sectional profile of the edge beam of single strip seal joint shall be as indicated in page 4/7 of Annex-I of Ministry's letter No. RW/NH-34059/1/96-S&R dated 20.02.2001 and the finished joint including anchorage shall conform to the stipulations in the Revised Interim Specifications (RIS) issued vide Ministry's letter at reference (i) above. Materials used for the manufacturing of the edge beams shall be regularly got tested by the firm from a laboratory accredited by NABL. Consolidated test report will be submitted to the Ministry at the end of every year.

1.2 Specification for the joint shall conform to the stipulations in the Ministry's RIS on expansion joints dated 30th November 2000 and 25th January 2001 mentioned at ref. (i) above.

1.3 The neoprene sealing element shall continue to be imported from the principal, M/s Watson Bowman Acme, USA and proper record of procurement and supply shall be maintained by M/s Sanfield (I) Ltd., Bhopal and shall be produced for verification by client.

1.4 The client shall ensure that all necessary tests to ensure quality are carried out by the firm. Tests normally required to be carried out for the above joint are specified in the RIS. The following additional tests may also be carried out before accepting the joints:

(a) Debris expelling tests.
(b) Dye powder penetration test for all critical welds.
(c) Random checking of paint film thickness by elachometer.
(d) Dimensional checks of the finished joints as per approved drawing.
(e) Ultrasonic testing.

1.5 Standard procedures of sampling shall be adopted for all the above tests.

1.6 List of the projects where expansion joints with locally manufactured edge beams supplied by the firm along with the performance thereof will be submitted to the Ministry at the end of every year.

2. The above approval shall be valid up to 31st October, 2007.

3. It is requested that the contents of this circular be brought to the notice of all officers in your Department concerned with bridges on National Highways and other Centrally Sponsored Schemes.

1720.15

No. RW/NH-34059/1/2004-S&R (B) **Dated, the 5th July 2006**

To

The Chairman, National Highway Authority of India; The Director General (Border Roads); All Chief Engineers of States/UTs/PWDs (dealing with National Highways and other Centrally Sponsored Schemes); The Secretary General, Indian Roads Congress; The Director, National Institute of Training for Highway Engineers

Subject : Empanelment of Suppliers for Expansion Joints Extension of approval for Local Manufacturing of Edge Beams of Single Strip seal Expansion joints.

Ref. : This Ministry's letter No. RW/NH/34059 (1)/1/2003/S&R(B) dated 26.6.2004

Minisry has given its approval for local manufacturing of edge beams of expansion joints vide its letter under reference. The details of firms and sectional profile of the edge beams are as follows:

(1) M/s METCO, 42 B, Motilal Basak Garden, Kolkata-54: Permitted for local manufacturing of edge beam having sectional profile as per page 3/7 of annexe-1 of Ministry's letter No. RW/NH/34059/1/96/S&R dated 20.02.2001

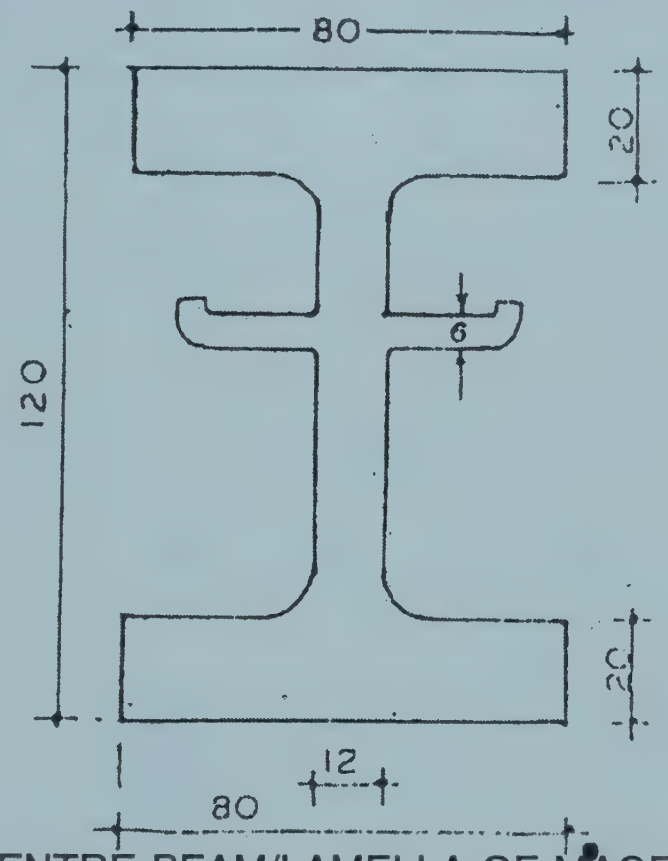
(2) M/s Z-Tech India Pvt. Ltd., New Delhi-19: Permitted for local manufacturing of edge beam having sectional profile as per page 1/5 of annexe of Ministry's letter No. RW/NH/34059/2/2001/S&R(B) dated 14.12.2001 (Copy enclosed).

The above approval was valid upto 28.06.2006. The validity of the same is extended up to 28.09.2006 or till further order whichever is earlier. All other conditons of the letter under reference dated 28.06.2004 shall remain unchanged.

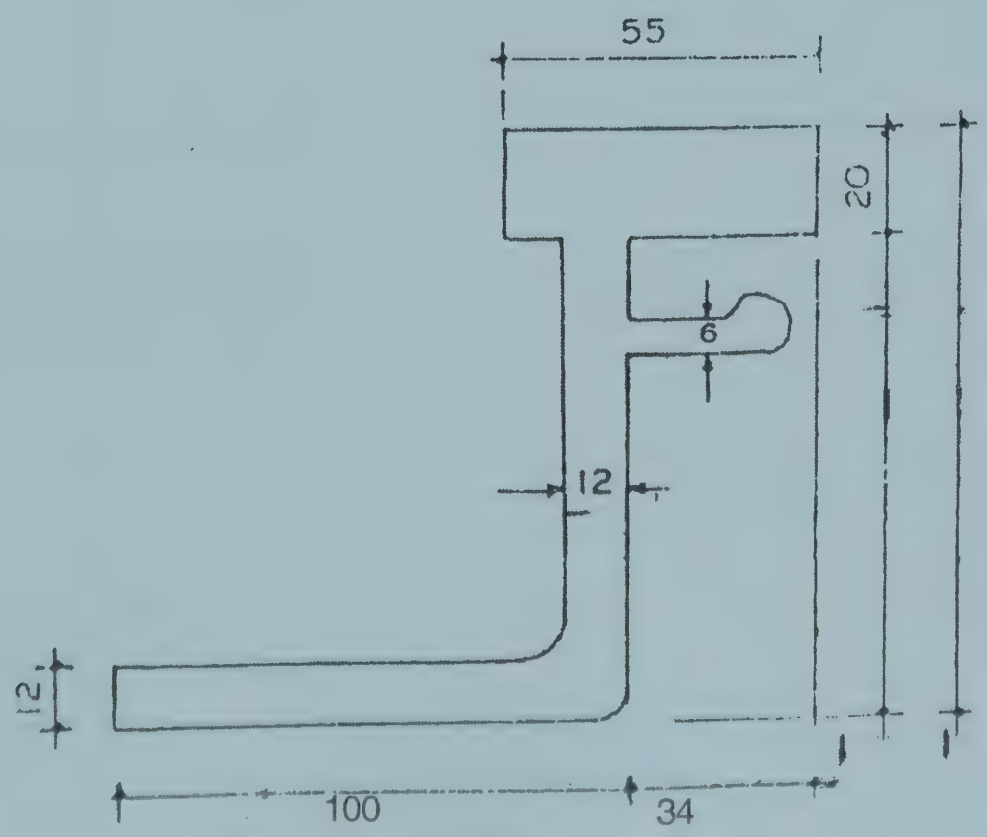
(Enclosure to Ministry of Shipping, Road Transport & Highways, (Department of Road Transport & Highways), letter No. RW/NH-34059/1/2004-S&R(B) dated 5.7.2006)

ANNEX 1

MEGEBA SA
EDGE BEAMS & CENTRAL BEAMS
FOR EXPANSION JOINTS



CENTRE BEAM/LAMELLA OF MAGEBA
MODULAR EXPANSION JOINT

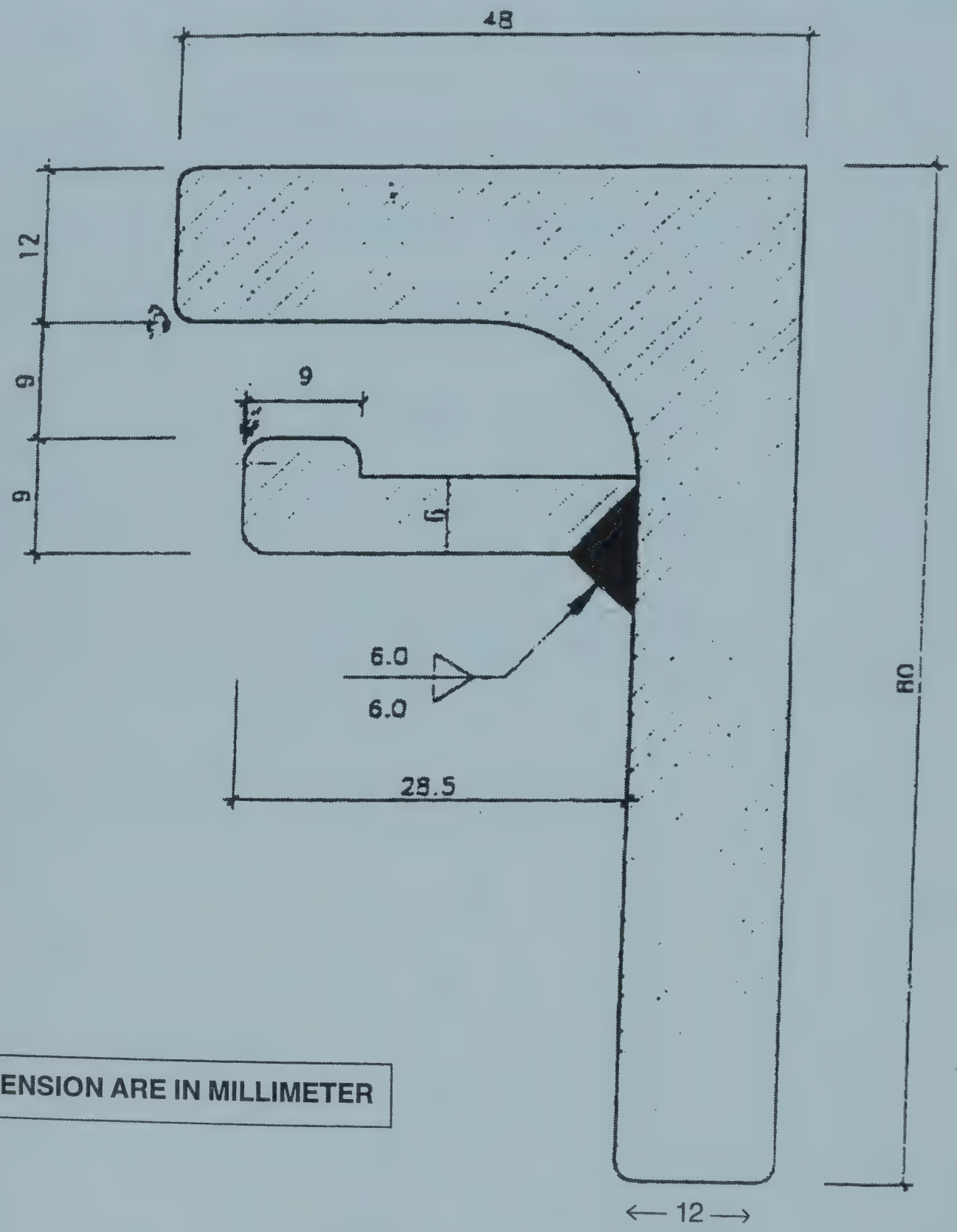


Edge Beam of Mageba Strip Seal
(Unitary & Modular Joint)

Name of Supplier
METCO Pvt. Ltd.

Annexure

Z-TECH/TECHSTAR STRIP SEAL BRIDGE EXPANSION JOINTS



ALL DIMENSION ARE IN MILLIMETER

Edge Beam (A 3.500)
For Single Strip Seal Joint

Material quality:

Steel Grade: ASTM A-36 or A-588
Area: 1607 Sq. mm.

Name of supplier:
Z-Tech (India) Pvt. Ltd.

1720.16

No. RW/NH-34059/1/2004-S&R(B) Pt-II (4) **Dated, the 28th March 2007**

To

The Chairman, National Highway Authority of India; The Director General (Border Roads); All Chief Engineers of States/UTs/PWDs (dealing with National Highways and other Centrally sponsored schemes)

Subject : **Empanelment of Supplier/Manufacture for Expansion Joints-Renewal of approval for Local Manufacturing of Edge Beam of Single Strip Seal Expansion of Expansion Joints in respect of M/s Z-Tech (India) Pvt. Ltd., New Delhi**

Ref:
(i) This Ministry's letter No. RW/NH-34059/1/96-S&R dated 30.11.2000 its corrigendum dated 25.01.01.
(ii) This Ministry's letter No. RW/NH-34059/2/2001/S&R(B) dated 14.12.01.
(iii) This Ministry's letter No. RW/NH/34059(1)/1/2003/S&R(B) dated 28.06.04

Ministry has empanelled M/s Z-Tech (India) Pvt. Ltd. New Delhi vide letter under ref (ii) above for supply of expansion joints in collaboration with their foreign principals M/s Z-Tech Inc, Canada respectively. Subsequently Minisry vide letter under ref. (iii) above permitted M/s Z-Tech (India) Pvt. Ltd., New Delhi for local manufacturing of the edge beam for single strip seal expansion joint {having the sectional profile as indicated in page 1/5 of Annex-I of Ministry's letter under reference (ii) above (copies enclosed)}.

1.2 Now M/s Z-Tech (India) Pvt. Ltd. New Delhi has applied for renewal for local manufacturing of edge beam. The application for the renewal for local manufacturing of the edge beam for single strip seal expansion joint has been examined as per Revised Interim Specifications (RIS) issued vide Ministry's letters under reference (i). Accordingly, the local manufacturing of the edge beam for single strip seal expansion joint is being approved subject to the following conditions.

1.3 The sectional profile of the edge shall be as indicated in page 1/5 of Annex-I of Ministry's letter under reference (ii) above (copy enclosed) some of the details of the edge beam are as follows: height of the section is 80 mm, width of flange is 48 mm, thickness of flange is 12 mm, thickness of web is 12 mm, and thickness of lip is 6 mm.

1.4 The finished joints including anchorage shall conform to the specifications given in the Ministry's RIS issued vide letters under reference (i) above.

1.5 The neoprene sealing element shall continue to be imported from their foreign principal, M/s Z-Tech Inc, Canada. The firm shall maintain proper record for procurement and supply of sealing element and shall produce the same to the clients on their demand for verification.

1.6 The firm shall conduct all the tests as specified in the relevant clauses of RIS. In addition to that, following tests shall also be carried out by the firm:-

a) Debris explusion test
b) Dye powder penetration test for all critical welds
c) Random checking of paint film thickness by elachometer
d) Dimensional check of the finished joints as per approved drawing.

1.7 Standard procedure of sampling shall be adopted for all the above tests. The client before procurement/ installation may ensure and satisfy themselves that the firm has conducted all the tests on expansion joints as specified above and the joints fulfill the accepance criteria as per para 6 on page 11 of RIS.

1.8 While arranging the supply of the expansion joints with these locally manufactured edge beams, a warranty of trouble free performance for atleast ten years should be obtained from M/s Z-Tech (India) Pvt. Ltd.,

New Delhi. The joints showing any defect during this period shall be got repaired/replaced by M/s Z-Tech (India) Pvt Ltd., New Delhi at their own cost, failing which, they may be debarred from the list of the empanelled suppliers.

1.9 M/s Z-Tech (India) Pvt Ltd., New Delhi shall maintain records for all expansion joints supplied with locally manufactured edge beams. Besides the firms shall get their joints tested once in a year for all the tests including dynamic test through an Independent body like CRRI, IITs or similar organizations or laboratory accredited by NABL. An annual report in this regard containing the installation and performance along with the testing of the joints shall be submitted to the Ministry in the month of January for the every preceding year.

2. This approval shall be valid up to 31.3.2009 subject to the condition that there will be no structural change in the collaboration of the firms with their respective foreign principal. The firm is requested to submit the supporting document showing collaboration with their respective foreign principal upto the period for which the approval is granted. Any change in collaboration may be intimated to the Ministry for further necessary action. For further renewal, the firm may request along with the submission of following documents three months perior to the expiry date of this approval:

i) Test reportt for the material being used for edge beam from a laboratory having accreditation from National Accreditation Board for Testing and Calibration Laboratories (NABL) or a CSIR/ISO recognized laboratory, satisfying the requirements as per Ministry's/IRC Specifications.

ii) Details of joints supplied with locally manufactured edge beam and their performance report.

3. This letter supersedes the Ministry's letters, No. RW/NH/34059(1)/2003/S&R(B) dated 28.06.04 and RW/NH-34059/1/2004-S&R(B) dated 05.07.2006.

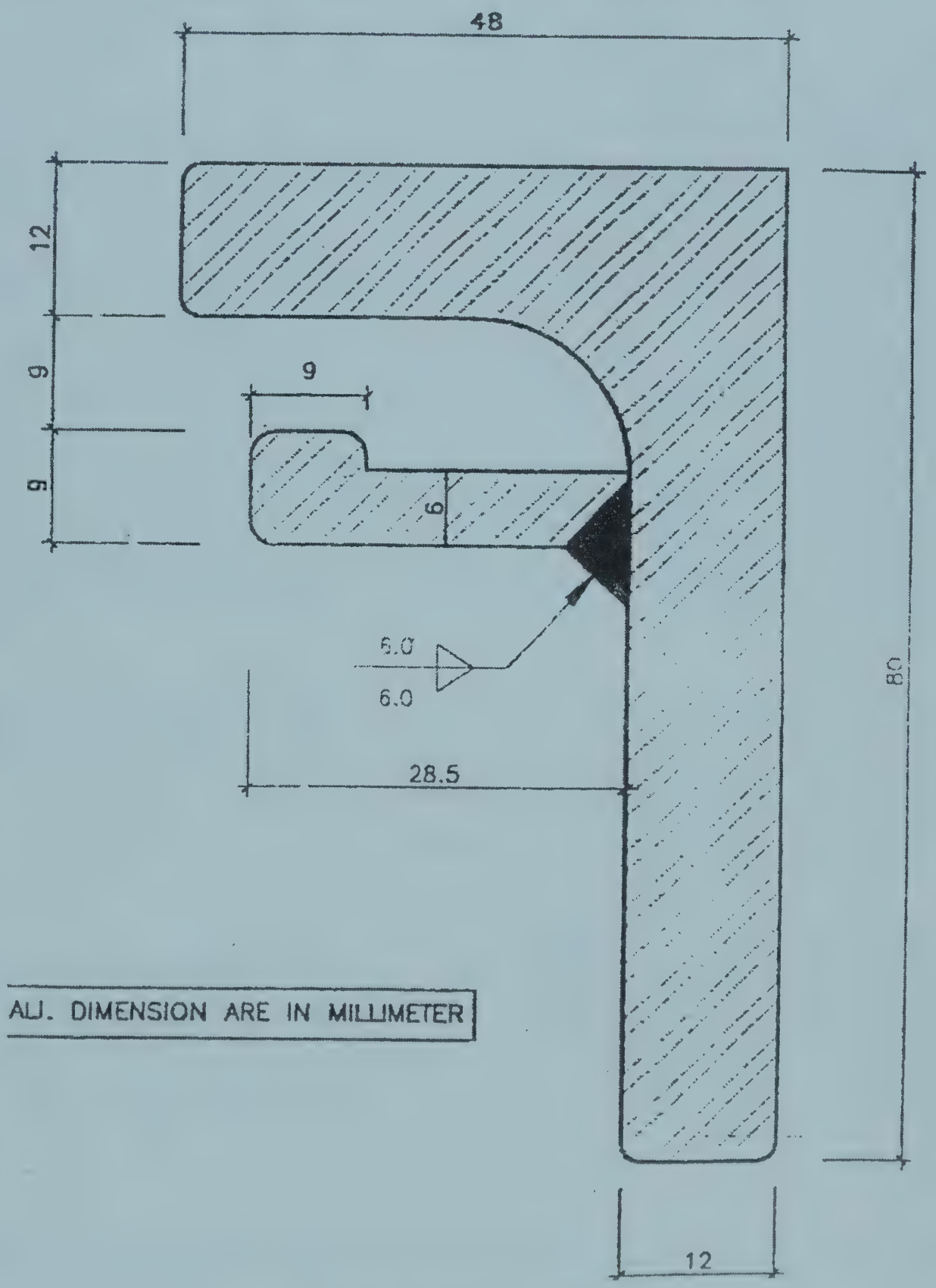
4. The Ministry reserves the right to revoke the permission at any time, in case of any deficiency due to non adherence of the specifications given in the RIS as well as Ministry's circulars/guidelines issued from time to time. This stands applicable also, in case, if any defect in the performance/quality of the joints is noticed.

5. The contents of the circular may please be brought to the notice of all the officers in your department concerned with bridges on National Highways and other centrally sponsored schemes.

(Enclosure to Ministry of Shipping, Road Transport & Highways, (Department of Road Transport & Highways), letter No. RW/NH-34059/2/2001-S&R(B) dated 14.12.2001)

ANNEXURE

Z-TECH/TECHSTAR STRIP SEAL BRIDGE EXPANSION JOINTS



ALL. DIMENSION ARE IN MILLIMETER

EDGE BEAM (A 3.500)
FOR SINGLE STRIP SEAL JOINT

Material quality:
Steel Grade:ASTM A-36 or A-588
Area: 1607 Sq mm

Name of supplier
Z-TECH (India) Pvt. Ltd.

1720.17

No. RW/NH-34059/1/2004-S&R (B) Pt-II(5) **Dated, the 28th March 2007**

To

The Chairman, National Highway Authority of India; The Director General (Border Roads); All Chief Engineers of States/UTs/PWDs (dealing with National Highways and other Centrally sponsored schemes).

Subject : **Empanelment of Suppliers/Manufacturers of Expansion Joints–Approval for Renewal for Local Manufacturing of the Edge Beam of Single Strip Seal Expansion Joint for the already empanelled section and also for the New Section RS A 80 Type-2, as well as approval for Local Manufacturing of the Rubber Seal.**

Ref: (i) This Ministry's letter No. RW/NH-34059/1/96-S&R dated 30.11.2000 its corrigendum dated 25.1.01.

(ii) This Ministry's letter No. RW/NH-34059/1/96-S&R dated 20.2.2001.

(iii) This Ministry's letter No. RW/NH-34059(1)/1/2003/S&R(B) dated 28.06.04.

Ministry has empanelled M/s Metal Engineering & Treatment Co. Pvt. Ltd. (METCO), Kolkata vide letter under reference (ii) above for supply of expansion joints in collaboration with their foreign principal M/s Mageba Sa, Switzerland Subsequently, Ministry vide its letter under reference (iii) above permitted M/s Metal Engineering & Treatment Co. Pvt. Ltd. (METCO), Kolkata for local manufacturing of the edge beam for single strip seal expansion joints having the similar sectional profile as indicated in page 3/7 of **Annex-I** of Ministry's letter under reference (ii) (copy enclosed).

1.1 Now, M/s Metal Engineering & Treatment Co. Pvt. Ltd. (METCO), Kolkata has requested for:

(i) Renewal for local manufacturing of edge beam already empanelled with the Ministry vide letter under reference (ii).

(ii) Approval for local manufacturing of the edge beam of alternative section RSA 80 Type 2 for single strip seal expansion joint.

(iii) Local manufacture of the rubber seal.

1.2 The aforementioned request of M/s Metal Engineering & Treatment Co. Pvt. Ltd. (METCO), Kolkata, has been examined as per Revised Interim Specification (RIS) for expansion joints issued vide Ministry's letters under reference (i). Accordingly, the local manufacturing of edge beam of single strip seal expansion joints for the section empanelled by Ministry vide letter under reference (ii), and alternative section RSA 80 Type 2 are being approved. The request for local manufacturing of the rubber seal is also being approved. This approval for local manufacturing of edge beams as well as local manufacturing of the rubber seal is subjected to following conditions:

(a) The sectional profile of the existing edge beam shall be as indicated in page 3/7 of **Annex-I** of Ministry's letter No. RW/NH-34059/1/96-S&R dated 20.02.2001 (copy enclosed). The sectional profile of the alternative edge beam section RS A80 Type 2 shall be as indicated in **Annex-II.** Some of the details of this RS A Type 2 section are as follows: height of the section is 80 mm, width of flange is 45 mm, thickness of flange is 20 mm, thickness of web is 12 mm, thickness of lip is 6 mm.

(b) The finished joints including anchorage as well as rubber seal shall conform to the specifications given in the Ministry's RIS issued vide letter under reference (i) above. The rubber seal shall satisfy all the properties as mentioned for strip seal element in Table 2 of Ministry's RIS.

1.3 M/s Metal Engineering & Treatment Co. Pvt. Ltd. (METCO), Kolkatta, shall maintain proper record for supply of sealing element and shall produce the same to the clients on their demand for verification.

1.4 The firm shall conduct all the tests as specified in the relevant clauses of RIS. In additional to that, following tests shall also be carried out by the firm:-

a) Debris expulsion test
b) Dye penetration test for all critical welds.
c) Random checking of paint film thickness by elachometer.
d) Dimensional check of the finished joints as per approved drawing.

1.5 Standard procedure of sampling shall be adopted for all the above tests. The client before procurement/ installation may ensure and satisfy themselves that the firm has conducted all the tests on expansion joints as specified above and the joints fulfill the acceptance criteria as per para 6 on page 11 of the RIS.

1.6 While arranging the supply of the expansion joints with these locally manufactured edge beams as well as locally manufactured rubber seal, a warranty of trouble free performance for atleast ten years should be obtained from M/s METCO, Kolkatta. The joint showing any defect during this period shall be got repaired/replaced by M/s METCO, Kolkata at their own cost, failing which, they may be debarred from the list of the empanelled suppliers.

1.7 M/s Metal Engineering & Treatment Co. Pvt. Ltd. (METCO), Kolkata shall maintain record of all single strip seal expansion joints supplied with locally manufacured edge beams as well as locally manufactured rubber seal. Besides the firms shall get their joints tested once in a year for all the tests including dynamic test through an Independent body like CRRI, IITs or similar organizations or laboratory accredited by NABL. An annual report in this regard containing installation details and performance of the joints along with the test certificate shall be submitted to the Ministry in the month of January for the every preceding year. Further M/s Metco will continue to have quality checks by M/s TUV South Asia and send their samples of neoprene sealing element to M/s Mageba Switzerland twice in a year for their inspection similar to that provided in their licence agreement with the parent firm for the export of the product.

2. This approval shall be valid up to 31.03.2009 subject to the condition that there will be no structural change in the collaboration of the firm with their respecive foreign principal. The firm is requested to submit the supporting document showing collaboration with their respective foreign principal upto the period for which the approval is granted. Any change in collaboration may be intimated to the Ministry for further necessary action. For further renewal, the firm may request along with the submission of following documents three months prior to the expiry date of this approval:

i) Test report for the material being used for edge beam from a laboratory having accreditation from National Accreditation Board for Testing and Calibration Laboratories (NABL) or a CSIR/ISO recognized laboratory, satisfying the requirements as per Ministry's/IRC Specifications.

ii) Test report for rubber seal from NABL laboratory or a CSIR laboratory satisfying the requirements as per Ministry's/IRC Specifications.

iii) Details of joints supplied with locally manufactured edge beam their performance report.

3. This letter supersedes the Ministry's letters, No. RW/NH/34059(1)/2003/S&R(B) dated 28.06.04 and RW/NH-34059/1/2004-S&R(B) dated 05.07.2006.

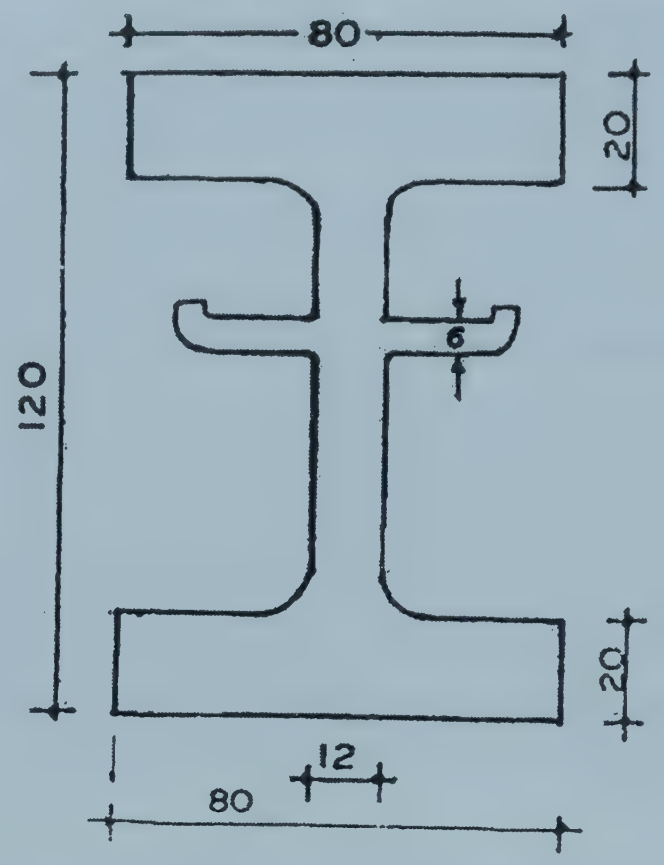
4. The Ministry reserves the right to revoke the permission at any time, in case of any deficiency due to non adherence of the specifications given in the RIS, as well as Ministry's circulars/guidelines issued from time to time. This stands applicable also, in case, if any defect in the performance/quality of the joints is noticed.

5. The contents of the circular may please be brought to the notice of all the officers in your department concerned with bridges on National Highways and other centrally sponsored schemes.

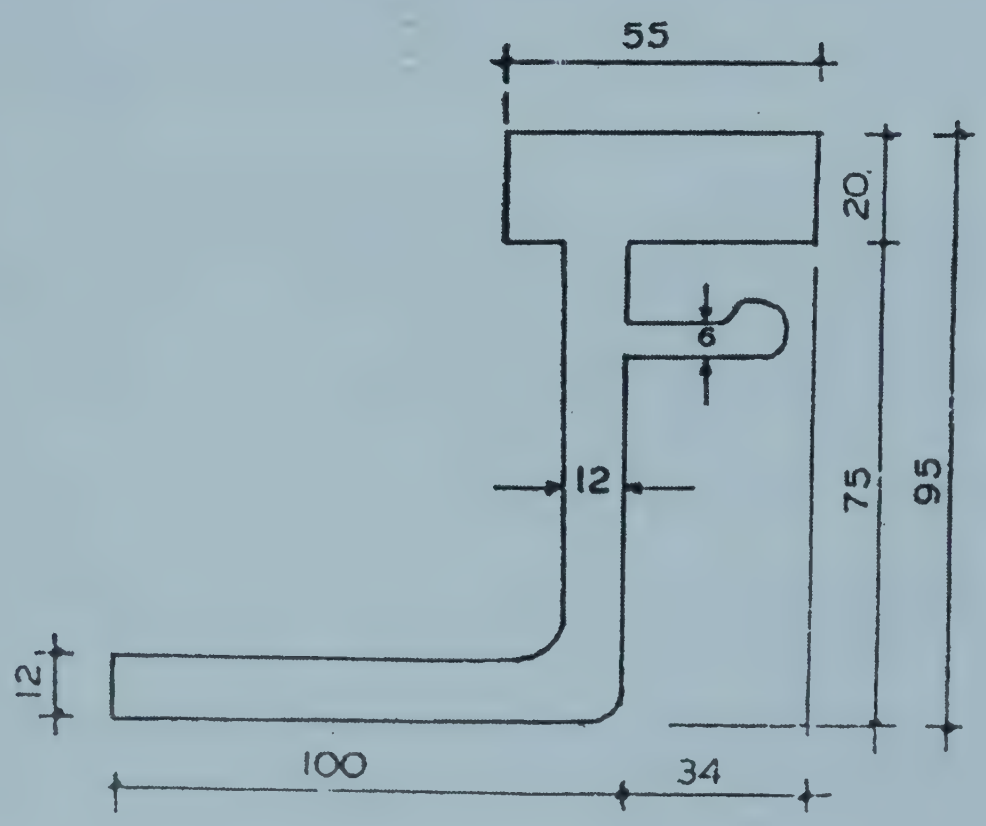
(Enclosure to Ministry of Shipping, Road Transport & Highways, (Department of Road Transport & Highways), letter No. RW/NH-34059/1/96/S&R dated 20.2.2001)

Annex-I

MAGEBA SA
EDGE BEAMS & CENTRAL BEAMS FOR EXPANSION JOINTS



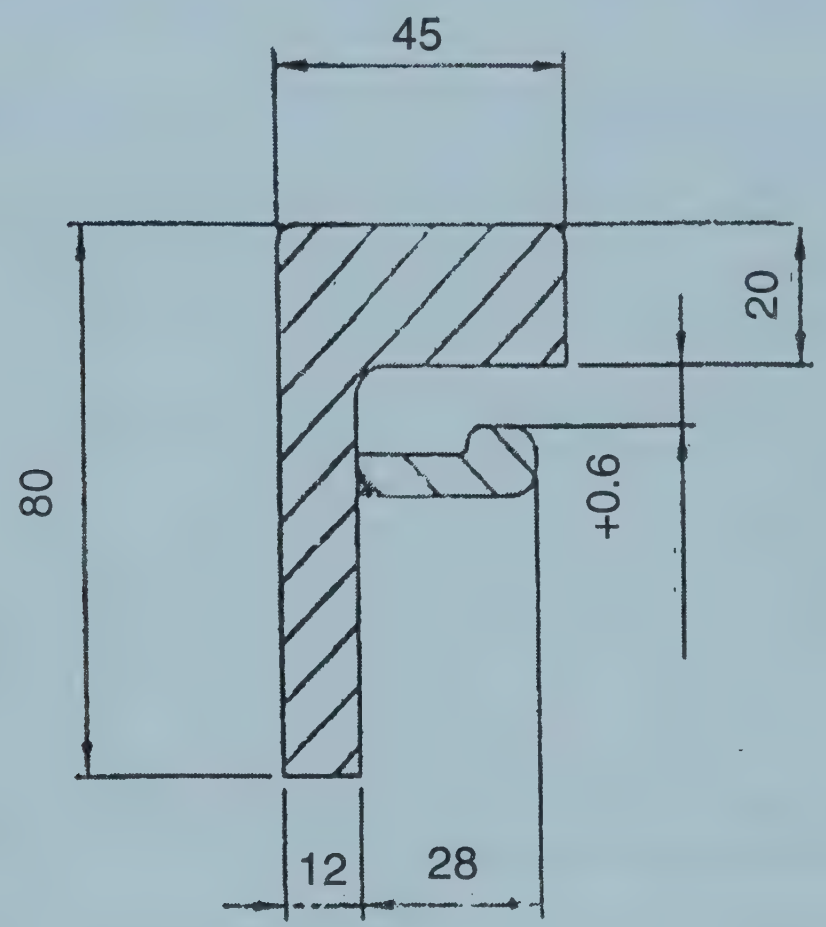
CENTRE BEAM/LAMCLLA OF MAGEBA MODULAR EXPANSION JOINT



EDGE BEAM OF MAGEBA STRIP SEAL
UNITARY & MODULAR JOINT

METCO PVT. LTD.
Name of Supplier

mageba	Edge-Beam RS-A/7 Type 2	Object



mageba

Material: 2062 GR:A/S235 JR G2 of EN 10025
Area: 1820 mm²

Edge Beam (Type-2)
For mageba-India RS A80 Type Single Strip Seal Joint

All Dimensions are in mm

1720.18

No. RW/NH-34059/1/2004-S&R (B) Pt-II (6) **Dated, the 28th March 2007**

To

The Chairman, National Highway Authority of India; The Director General (Border Roads); All Chief Engineers of States/UTs/PWDs (dealing with National Highways and other Centrally sponsored schemes)

Subject : Emplanelment of suppliers/manufacturers of expansion joints--Approval for Local Manufacturing of the Single Strip Seal Expansion Joints in their Own Brand Name 'Sanfield'.

Ref: (i) This Ministry's letter No. RW/NH-34059/1/96-S&R dated 30.11.2000 its corrigendum dated 25.1.2001.
(ii) This Ministry's letter No. RW/NH-34059/1/96-S&R dated 20.2.2001.
(iii) This Ministry's letter No. RW/NH-34059/2/2001-S&R(B) dated 3.2.2003

Ministry has empanelled M/s Sanfield (India) Ltd., Bhopal vide letter reference (ii) above for supply of expansion joints in collaboration with their foreign principal M/s Watson Bowman Acme, USA. Subsequently, Ministry vide its letter under reference (iii) above permitted M/s Sanfield (India) Ltd., Bhopal for local manufacturing of the edge beam for single strip seal expansion joints {having the similar sectional profile as indicated in page 4/7 of Annex-1 of Ministry's letter under reference (ii)} upto 31st January 2005. This permission for the local manufacture of the aforementioned edge beam has been further extended upto 31st October 2007, under the license of their foreign principal M/s Watson Bowman Acme, USA, vide Ministry's letter No. RW/NH-34059/1/2003-S&R(B) dated 18.10.05.

1.1 Now, M/s Sanfield (India) Ltd., Bhopal has requested for manufacturing of whole of the single strip seal expansion joint system in their own brand name 'Sanfield'.

1.2 The aforementioned request of M/s Sanfield (India) Ltd., Bhopal is being approved subject to following conditions:

(a) The sectional profile of the existing edge beam shall be as indicated in Annex-I of this letter. Some of the details of this 'Sanfield' brand section are as follows: height of the section is 82 mm, width of flange is 70 mm, thickness of flange is 10 mm, tthickness of web is 10 mm, and thickness of lip is 6 mm.

(b) The finished joints including anchorage as well as rubber seal shall conform to the specifications given in the Ministry's RIS issued vide letters under reference (i) above. The rubber seal shall satisfy all the properties as mentioned for strip seal element in Table-2 of Ministry' RIS.

1.3 The firm shall import the neoprene seal from M/s Kossan Rubbers Industries, BHD, Malaysia. The firm shall maintain proper record for procurement and supply of sealing element and shall produce the same to the clients on their demand for verification.

1.4 The firm shall obtain quality assurance certification for the single strip seal joints from M/s Kossan Rubbers Industries, BHD, Malaysia, twice in a year and submit the same to the Ministry. These certificates shall be made available to the client on their demand for the same.

1.5 The firm shall conduct all the tests as specified in the relevant clauses of RIS. In addition to that, following tests shall also be carried out by the firm:-

(a) Debris expulsion test
(b) Dye powder penetration test for all critical welds.
(c) Random checking of paint film thickness by elachometer.
(d) Dimensional check of the finished joints as per approved drawing.

1.6 Standard procedure of sampling shall be adopted for all the above tests. The client before procurement/

installation may ensure and satisfy themselves that the firm has conducted all the tests on expansion joints as specified above and the joints fulfill the acceptance criteria as per para 6 on page 11 of the RIS.

1.7 While arranging the supply of these 'sanfield' brand single strip seal expansion joints with locally manufactured edge beams, a warranty of trouble free performance for atleast ten years should be obtained from M/s Sanfield (India) Ltd., Bhopal. The joint showing any defects during this period shall be got repaired/replaced by M/s Sanfield (India) Ltd., Bhopal at their own cost, failing which, they may be debarred from the list of the empanelled suppliers.

1.8 M/s Sanfield (India) Ltd., Bhopal shall maintain record of all these 'Sanfield' brand single strip seal expansion joints with locally manufactured edge beams. Besides the firm shall get their joints tested once in a year for all the tests including dynamic test through an Indepedent body like CRRI, IITs or similar organizations or laboratory accredited by NABL. An annual report in this regard containing the installation and performance of the joints shall be submitted to the Ministry in the month of January for the every preceding year.

2. This approval shall be valid up to 31.3.2009. For further renewal, the firm may apply along with the submission of following documents three months prior to the expiry date of this approval for local manufacturing:

(i) Test report for the material being used for edge beam from a laboratory having accreditation from National Accreditation Board for Testing and Calibration Laboratories (NABL) or a CSIR/ISO recognized laboratory, satisfying the requirements as per Ministry's/IRC Specifications.

(ii) Test report for rubber seal from NABL laboratory or a CSIR/ISO recognised laboratory satisfying the requirements as per Ministry's/IRC Specifications.

(iii) Details of joints supplied with locally manufactured edge beam their performance report.

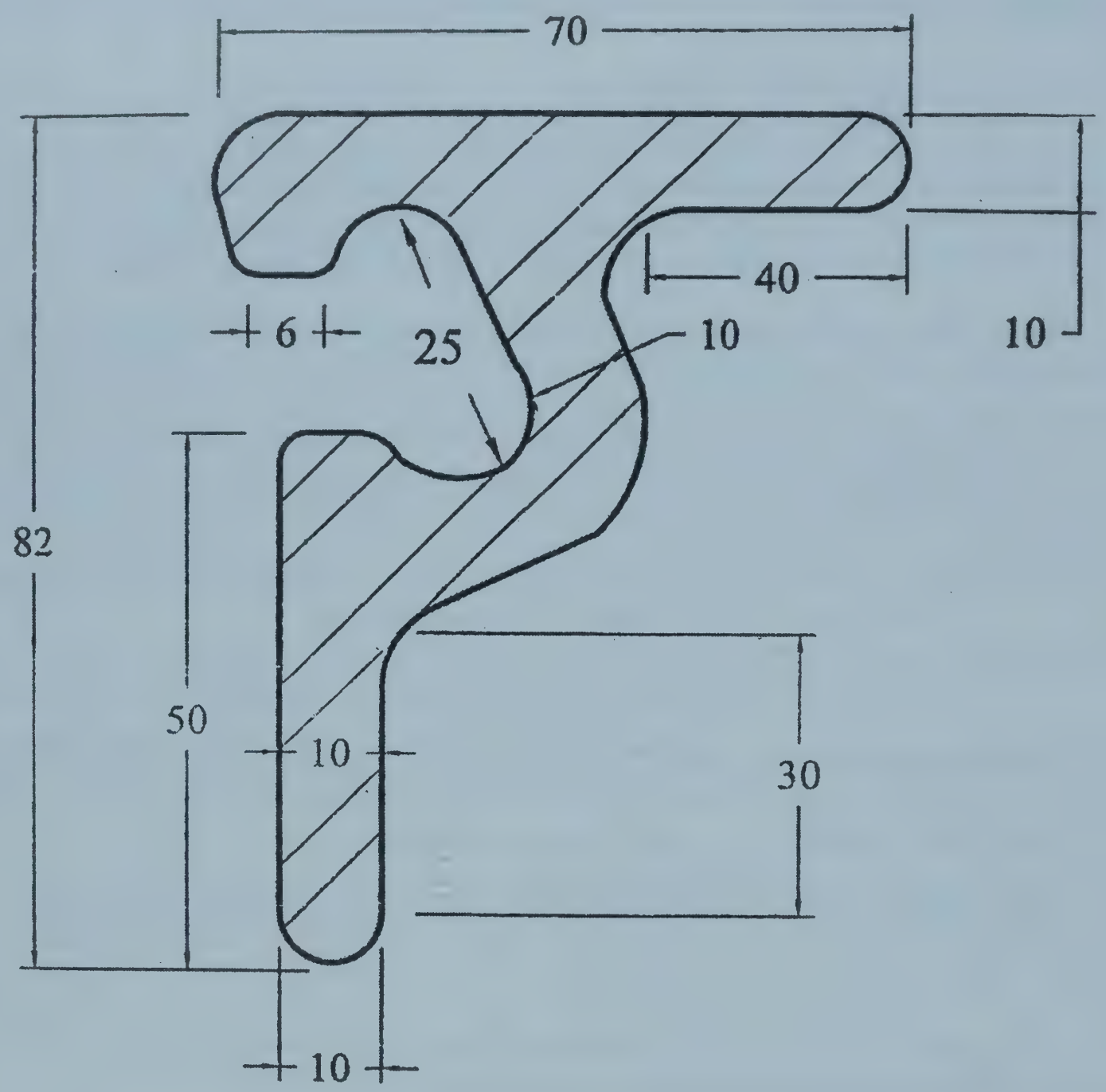
3. This letter supersedes the Ministry's letter No. RW/NH-34059/1/2003-S&R(B) dated 18.10.05 all other previous letters in respect of matters concerning the manufacture/supply of single strip seal expansion joints by M/s Sanfield (India) Ltd., Bhopal.

4. The Ministry reserves the right to revoke the permission at any time, in case of any deficiency due to non adherence of the specifications given in the RIS, as well as Ministry's circulars/guidelines issued from time to time. This stands applicable also, in case, if any defect in the performance/quality of the joints is noticed.

5. The contents of the circular may please be brought to the notice of all the officers in your department concerned with bridges on National Highways and other centrally sponsored schemes.

(Enclosure to Ministry of Shipping, Road Transport & Highways, (Department of Road Transport & Highways), letter No. RW/NH-34059/1/2004-SLR(B) Pt II (6) dated 28.3.2007)

All Dimensions in mm



1720.19

NO. RW/NH-34059/1/2004-S&R (B)-PT.II *Dated, the 16th July, 2008*

To

The Chairman, National Highways Authority of India, The Director General (Border Roads), All Chief Engineers of States/Union Territories/PWDs (dealing with National Highways and other centrally sponsored schemes), The Secretary General, Indian Roads, Congress, The Director, National Institute of Training for Highway Engineers

Subject : Empanelment of M/s Metal Engineering & Treatment Company (METCO), Kolkata in collaboration with the foreign principal M/s Mageba, SA, Switzerland for single strip seal, modular strip seal and asphaltic plug expansion joints. Cancellation of the empanelment of M/s METCO reg.

Ref: (i) This Ministry's letter No. RW/34059/1/2006-S&R dated 20.2.2001

(ii) This Ministry's letter No. RW/34059/1/2004-S&R (B)II/(5) dated 28.3.2007

Ministry vide letter under reference (i) above has empanelled M/s Metal Engineering & Treatment Company (METCO), Kolkata in collaboration with the foreign principal M/s Mageba, SA, Switzerland as a supplier for single strip seal, modular strip seal and asphaltic plug bridge expansion joints.

2. Ministry vide their letter under reference (ii) above has renewed the empanelment of M/s Metal Engineering & Treatment Company (METCO), Kolkata for local manufacturing of the edge beam of the single strip seal expansion joint and also empanelled them for a new section RSA80 Type 2 and local manufacturing of the rubber seal.

3. As M/s METCO, Kolkata have intimated that their foreign collaboration with M/s Mageba, SA, Switzerland has been cancelled, the empanelment of M/s METCO as supplier of single strip seal, modular strip seal and asphaltic plug expansion joints stands cancelled with immediate effect.

4. The contents of the circular may be brought to the notice of all the officers in your department concerned with bridges on National Highways and other centrally sponsored schemes.

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
2200.21	No. RW/NH-25012/2/2006-Mech, dated 06.09.2007	Rates of Hire Charges of the Central Machines Procured during 2000-2006	2200/39 to 45

2200.21

No. RW/NH-250012/2/2006/Mech **Dated, the 6th September 2007**

To

All The Secretaries of the State Governments dealing with the National Highways

Subject : Rates of Hire Charges of the Central Machines Procured during 2000-2006

Please refer to Ministry's letter No. 25012/1/2002-Mech. Vol. II dated 1st January, 2003 regarding rates of hire charges of new Machines procured during the years 1999-2001. The Ministry has procured some new Machines after 2000-2001 and supplied to various State. The rate of hire charges of these new machines have been calculated at hourly basis and are enclosed at **Appendix "A"** for adoption with the immediate effect. The rates do not include the running charges which are likely to vary from State to State due to different pay structure of Staff, prevailing rates of fuel and lubricants. The running charges may therefore be worked out by State PWD's as per guidelines communicated vide Ministry's letter No. 21(3)/75 dated 4/6/1976 and included while calculating the total usage charges for incorporating in NIT and works estimates, wherever applicable.

2. Recovery, accounting and adjustment of hire charges for central machines may be carried out following Ministry's Guidelines contained in the letter No. RW/RMP-26(3)/80 dated 15.2.88.

3. Hire charges components i.e. ownership charges, operational charges and overhead charges of the central machines when used either by the department or by the contractor are to be credited to the Major Head-1054-Roads and Bridges, Minor Head No. 800 - Other receipts, Sub Head-Hire charges of machinery and equipment.

4. The above instructions may kindly be brought to the notice of all concerned in their department under intimation to the Ministry.

5. The receipt of the letter may kindly be acknowledged.

2200/40

Hire charges of Central Machinery

Year of Purchase : 2005-06

S No.	Name of Machine	Make	Cost (Rs. in Lakhs)	Life hour/ km	When issued to department				When issued to contractor or outside agency			
					Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)	Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)
1.	Wheel Dozer	JCB	25.82	9000	246.29	365.78	30.60	642.68	349.57	365.78	35.77	751.13
2.	Excavator Cum Loader	Telcon	14.12	9000	134.69	20.03	16.74	351.46	191.17	200.03	19.56	410.76
3.	Excavator track Mounted	JCB	34.69	9000	330.90	491.44	41.12	863.46	469.66	491.44	48.06	1009.16
4.	Mini TVRR	Escorts	10.98	10000	94.26	140.00	11.71	245.97	138.18	140.00	13.91	292.09

Hire charges of Central Machinery

Year of Purchase : 2004-05

S. No.	Name of Machine	Make	Cost (Rs. in Lakhs)	Life hour/ km	When issued to department				When issued to contractor or outside agency			
					Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)	Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)
1.	Excavator cum loader	3 DX	15.47	9000	147.57	219.16	18.34	385.08	209.45	219.16	21.43	450.04

Hire charges of Central Machinery

Year of Purchase : 2005-06

S. No.	Name of Machine	Make	Cost (Rs. in Lakhs)	Life hour/ km	When issued to department				When issued to contractor or outside agency			
					Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)	Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)
1.	Mobile Crane	14 Ton	26.25	8000	281.70	418.36	35.00	735.70	386.36	418.35	40.25	845.31
2.	Air Compressor	170 cfm	3.5	9000	33.39	49.58	4.15	87.12	47.39	49.58	4.85	101.82
3.	Road Roller	8 ton	7.5	12000	53.66	79.69	6.67	140.01	83.66	79.69	8.17	171.51
4.	JCB Loader cum Ex.	3 DX	16.2	9000	154.53	229.50	19.20	403.23	219.33	229.50	22.44	471.27
5.	Bull Dozer	D 50	43	9000	410.17	609.17	50.97	1070.31	582.17	609.17	59.57	1250.91
6.	Tata Tipper Truck	1613/36	7.5	240000	2.68	3.98	0.33	7.00	4.93	3.98	0.45	9.36

Hire charges of Central Machinery

Year of Purchase : 2002-03

S. No.	Name of Machine	Make	Cost (Rs. in Lakhs)	Life hour/ km	When issued to department				When issued to contractor or outside agency			
					Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)	Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)
1.	Wilson Road Roller	8-10 Ton	7.5	12000	53.66	79.69	6.67	140.01	83.66	79.69	8.17	171.51
2.	Drum Mix Plant	20/30 TPH	24.26	9000	231.41	343.68	28.75	603.85	328.45	343.68	33.61	705.74
3.	Paver Finisher	100 TPH	36.5	9000	348.17	517.08	43.26	908.52	494.17	517.08	50.56	1061.82
4.	Back hoe loader	1 cu m	16.6	9000	158.35	235.17	19.68	413.19	224.75	235.17	23.00	482.91
5.	TVRR	10 T	21.15	10000	181.57	269.66	22.56	473.80	266.17	269.66	26.79	562.63
6.	Crane	14 T	24.95	8000	267.74	397.64	33.27	698.65	367.54	397.64	38.26	803.44
7.	DG Set	125 kva	7	9000	66.77	99.17	8.30	174.24	94.77	99.17	9.70	203.64
8.	Excavator Cum Loader		16.56	9000	157.96	234.60	19.63	412.19	224.20	234.60	22.94	481.74
9.	Bull Dozer	BD-50	43	9000	410.17	609.17	50.97	1070.31	582.17	609.17	59.57	1250.91
10.	Sensor Paver	AP 550	45	9000	429.25	637.50	53.34	1120.09	609.25	637.50	62.34	1309.09
11	Tipper Truck	6.5 cum	7.5	240000	2.68	3.98	0.33	7.00	3.00	3.98	0.35	7.33

Hire charges of Central Machinery

Year of Purchase : 2001-02

S. No.	Name of Machine	Make	Cost (Rs. in Lakhs)	Life hour/ km	When issued to department				When issued to contractor or outside agency			
					Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)	Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)
1.	Road Roller	8/10 Ton	6.25	12000	44.71	66.41	5.56	116.68	69.71	66.41	6.81	142.93
2.	Ten Vib Rd Roller	8 Ton	21.2	10000	182.00	270.30	22.62	474.92	266.80	270.30	26.86	563.96
3.	Generating Set	160 KVA	7.8	10000	66.96	99.45	8.32	174.73	98.16	99.45	9.88	207.49
4.	Tipping Truck	6.4 CuM	7.14	240000	2.55	3.79	0.32	6.66	4.70	3.79	0.42	8.92

Hire charges of Central Machinery

Year of Purchase : 2000-01

S. No.	Name of Machine	Make	Cost (Rs. in Lakhs)	Life hour/ km	When issued to department				When issued to contractor or outside agency			
					Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)	Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)
1	Drum Mix Plant	20/30 TPH	33.38	9000	318.41	472.88	39.56	830.86	451.93	472.88	46.24	971.05
2.	Hydrostatic Paver	120 TPH	44.3	9000	422.57	627.58	52.51	1102.66	599.77	627.58	61.37	1288.72
3	Back Hoe Loader	24/1 CuM	16.7	9000	159.30	236.58	19.79	415.68	226.10	236.58	23.13	485.82
4.	Tipping Truck	6.4 CuM	7.14	240000	2.55	3.79	0.32	6.66	4.70	3.79	0.42	8.92
5.	Generating Set	160 KVA	7.8	10000	66.96	99.45	8.32	174.73	98.16	99.45	9.88	207.49
6.	Road Roller	8/10 Ton	6.25	12000	44.71	66.41	5.56	116.68	69.71	66.41	6.81	142.93
7.	T. VR. R	8	21.2	10000	182.00	270.30	22.62	474.92	266.80	270.30	26.86	563.96
8.	Bull Dozer		39.3	9000	374.88	556.75	46.58	978.21	532.08	556.75	54.44	1143.27
9.	Paver Sensor	100TPH	33.38	9000	318.41	472.88	39.56	830.86	451.93	472.88	46.24	971.05

Hire charges of Central Machinery

Year of Purchase : 1999-2000

S. No.	Name of Machine	Make	Cost (Rs. in Lakhs)	Life hour/ km	When issued to department				When issued to contractor or outside agency			
					Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)	Ownership charges per hour/km in (Rs.)	Operational charges per hour/km in (Rs.)	Overhead charges per hour/km in (Rs.)	Total usage charges excluding running charges per hour/ km (Rs.)
1.	Road Roller	8/10 Ton	7	12000	50.08	74.38	6.22	130.68	78.08	74.38	7.62	160.08
2	Dozer	D-80	64.1	9000	611.44	908.08	75.98	1595.50	867.84	908.08	88.80	1864.72
3.	Dozer	D-50	36.32	9000	346.45	514.53	43.05	904.04	491.73	514.53	50.31	1056.58
4.	Back Hoe Loader	24/1 CuM	16.7	9000	159.30	236.58	19.79	415.68	226.10	236.58	23.13	485.82

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
5200.11	No. RW/NH-34049/4/99-S&R (BD), dated 30.5.2005	Condition Survey of all the Bridges on the National Highway Network	5200/8 to 10

5200.11

No. RW/NH-34049/4/99-S&R (BD) **Dated, the 30th May, 2005**

To

The Chief Engineer of all State PWDs/U.Ts dealing with National Highways; The Director General (Border Roads)

Subject : Condition Survey of all the Bridges on the National Highway Network

Last condition survey of bridges on National Highways had been started in the year 2000. So far, conditon survey report has been received only in respect of 36.47% of bridges on National Highways. Meanwhile, additional length of 7457 km. has been added in the National Highway network in February, 2004. Condition survey report for many bridges are nearly five year old and there might have been changes in the condition.

2. In view it has become necessary that the programme should be initiated for carrying out of fresh detailed condition survey of all bridges on National Highways. Such a survey should bring out the present physical condition of these bridges and also should identify the particulars of distress which are to be attended to immediately. A copy of the **Proforma** in prescribed format for the purpose is enclosed. The complete data for all bridges may kindly be collected and forwarded to this Ministry in the prescribed format enclosed (in duplicate) as well as on a compact disc in Microsoft Excel by 30.09.2005.

3. It is requested that the above condition survey may be organized on priority basis and a responsible officer from PWD may be nominated as a nodal officer of the survey team. The Ministry will be deputing a representative from the Ministry as a member of the team.

4. It is also requested that an action plan for the purpose may be drawn up and forwarded to this office by 30.6.2005.

(Enclosure to Ministry of Shipping, Road Transport & Highways, (Department of Road Transport & Highways), letter No. RW/NH-34049/4/94-S&R (BD) dated 30.5.2005)

PROFORMA FOR CONDITION SURVEY OF BRIDGES

1.	NH NO.	
2.	Location of bridge in Km.	
3.	Name of River/Water Body/Bridge	
4.	Year of completion of bridge	
5.	Type of bridge (RCC/PSC, slab, timber, steel	
6.	Total length of bridge in 'm' with span	
7.	Width of carriageway and footpaths	
8.	Whether located in back waters/chemical zone?	
	Condition of the various bridge componens:	
	Name of components	**Condition**
9.	**Approaches:**	
9.1	Condition of pavement surface	Check unevenness settlement, cracking, potholes etc.
9.2	Side slopes-	Erosion embankment, damage to pitching etc.
9.3	Approach slab	Check, settlement, cracks, movement etc.
9.4	Retaining walls	Check subsidence, tilting, weepholes etc.
10.	**Protection Works:**	
10.1	Slope pitching, apron, floor protecion, toe walls	nature of damage, if any. etc.
10.2	Scour in river bed	Check any abnormal scour noticed
11.	**Waterway:**	
11.1	Obstruction in waterways, island formation, Vegetation growth, etc.	Presence and its impact on flow
11.2	Flow pattern and banks	Meandering in flow and erosion of banks
12.	**Foundation:**	
12.1	Type	CC/RCC/Masonary/well/Pile
12.2	Material	CC/Masonary/Timber
12.3	Condition of foundation	Settlement, Scour, Tilting
12.4	Piers/Abutments	Settlement, Scour, Tilting
		Cracking, Disintegration, Decay, spalling, Rusting, Exposed reinforcement
13.	**Substrucure:**	
13.1	Type	Well (solid/hollow), Circular/Oval
13.2	Condition	Cracking, Disintegration, Decay, spalling, Rusting, etc.
		Cavitaiton, honeycombing, spalling, rusting, stains

14.	**Bearing:**	
14.1	Type	(Sliding plae/Rocker-roller/Elastomeric/ Paper/Concrete. etc.
14.2	Condition	Movement/sliding
		Loss of shape, rusting,Cleanliness, greasing, etc.
15	**Superstructure:**	
15.1	Structural System	Simply supported/continuous/Continuous overhang/balanced cantilever.
15.2	Type	(RCC/PSC/Steel/Timber/masonary etc.)
15.3	Arrangemen	T-beam, slab/box-girer
15.4	Condition (girder)	
		Cracking/spalling/scaling/exposed reinforcement/ deformation
15.5	Condition (Deck)	
		Cracking/spalling/scaling/exposed reinforcement/ leakage/vibration/exposed reinforcement
15.6	In case of steel bridges	Corrosion/painting/loose rivet joints
15.7	In case of masonary bridges	Pointing/joints moartar and bulging of spandrel
16.	**Expansion joint:**	
16.1	Type	
16.2	Condition	
17.	**Wearing coat:**	
17.1	Type	(Concrete/Bituminous)
17.2	Surface condition	Cracks/potholes/riding Quality
17.3	Drainage Spouts	Clogging and damage if any
18.3	**Handrails/Parapet:**	
18.1	Type	
18.2	Damage/missing parts if any	
19.	**Foopaths:**	
19.1	Damage/missing parts for precast slabs	
20.	**Utilities:**	
21.	Type	Water/sewer/electrical/Telephone
20.2	Leakage/Damage if any	
21.	Special Observation/Remarks if any	

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
7200.14	No. RW/NH-18019/5/2004-P&M (Pt), dated 16.01.2006	Delegation of Power of the Ministry to Regional Officers	7200/13 to 15
7200.15	NH-18019/4/2006-P&M P&M, dated 18.05.2007	Delegation of Powers of the Ministry to the Regional Officers–Clarificaiton of the Ministry's circular No. NH-18019/5/2004-P&M (Pt), dated 16th January 2006-reg.	7200/15 to 16

7200.14

No. RW/NH-18019/5/2004-P&M (Pt.) **Dated, the 16th January, 2007**

To

The Secretaries of States/UTs; The Chief Engineers of States/UTs dealing with National Highways

Subject : Delegation of Powers of the Ministry to Regional Officers

The matter regarding delegation of certain powers to Regional Officers has been under consideration of the Ministry for some time. A Committee was set up by the Ministry in September 2005 to examine these issues and give their recommendations regarding simplification & streamlining of the Direct Payment Procedure and delegation of certain powers to the Regional Officers. The full report of the Committee is under consideration the Ministry separately. In the meantime the Chief Engineers of the States, during the meeting held on 15.2.2005 and also during the ROs meeting held on 15.06.2005 in the Ministry expressed urgency for delegation of powers to the regional officers to requlatise delay in award of works and approve variations and extra items. After consideration of the matter, in partial modification of all previous instructions/procedures, it has been decided delegate the following powers to the Regional Officers:-

1. **Relaxation of stipulations in respect of time period for award of works**

1.1 As per Ministry's letter No. NH-15015/29/2001-PL dated 5.7.2001 the sanctioned works are to be awarded by the State Governments within a period of 5 months if cost of the work is less than Rs. 5 crore and 6 months if cost of the work is more than Rs. 5 crore from the date of sanction. It has now been decided that in the cases of award of works beyond the stipulated period and up to 12 months from the date of sanction, the matter will be requlated as below:-

(i) Proposal for extension of time for award beyond the stipulated time period of 5/6 months and up to 3 months will be referred by the State Chief Engineer dealing with National Highways to the Regional Officer concerned giving justification for the delay. Regional Officer if satisfied with the reasons may agree for extension of time for award. If the Regional Officer is not satisfied he may refer the mater to the Ministry. In all such cases, where ROs allow extensions, Ministry must be informed periodically.

(ii) If the delay in award is more than 3 months beyond the stipulated time period of 5/6 months State Chief Engineer will refer the matter to the Ministry.

(iii) Ministry while according approval to the proposal may consider appropriate reduction in the agency charges payable to the State for the job on account of delay.

1.2 In case the work is not awarded within 12 months of the date of sanction, the work stands de-sanctioned automatically.

2. Approvals for variations/extra items

2.1 The matter regarding approval of variation/extra items over the sanctioned estimate and related issues has been reconsidered and it has been decided that:-

(i) The limit of upto 5% excess expenditure over the sanctioned amount for the job as per Ministry's Circular No. 11026/2/99-US (D.I) dated 29.10.2001 will continue.

(ii) The existing delegation to the State Governments to accept tenders up to 5% of the sanctioned amount would also continue. In this regard it is clarified that the sanctioned amount for this purpose will be considered as the sanctioned amount of the component of work put to tender.

(iii) The Regional Officers are hereby empowered to accept variations in the quantities of BOQ iems and permit extra items such that the overall excess due to tender premium, variation and extra items is limited to 5% over the amounts for works plus the amount for contingencies provided in the sanctioned estimate, subject to the following conditions;

(a) The variations shall be consistent with the provisions of contract.

(b) Proposal for the variations and/or extra items etc. will have to be referred to the Regional Officer by the Chief Engineer of the State dealing with the National Highways;

(c) The total expnediture on the job, including expenditure on variations and extra items will not exceed the sanctioned amount plus 5%, stand in para 2.1 (i) above.

(d) Savings due to tender discounts (the sanctioned amount of the items put to tender minus amount of the same items of work based on tender) will be excluded for working out the excess due to variations and extra items. In such cases, the variations which can be allowed by Regional Officer will be 5% of value of work based on tender plus the amount provided for contingency.

2. For further clarification, reference is invited to the examples given in the enclsoure to this circular.

3. The above delegation will be applicable to both plan and non-plan works and will be reviewed after a year from the date of issue.

4. This issues with the approval of the Finance Wing vide UO No. 11/TF. II/05 dated 8/7/2005.

(Enclosure to circular No. NH-18019/5/2004-P&M (Pl.) dated 13.01.2006 issued by Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways, Government of India, New Delhi)

Example:

Consider an estimate sanctioned with work value of Rs. 100 lakh as per the following details:

S.No.	Provison	Sanction Amount (Rs. in lakhs)	%
1.	Estimated amount of work	100	
2.	Provision for contingencies	2.80	2.8% of 1
3.	Provision for w/c establishment	1.54	1.5% of 1&2
4.	Provision for Q/C	1.03	1% of 1&2
5.	Provision for Agency charges	9.25	9% of 1&2
	Total	114.62–(A)	

The permissible limit of excess on the job is 5% of 114.62 i.e. Rs. 5.73 lakh. The maximum expenditure without getting the revised estimates which can be incurred, including tender premium, variations and new items is only Rs. 120.35 lakh (Rs. 114.62 lakh + Rs. 5.73 lakh).

In the above example, financial limit for variations and/or extra items, which can be permitted by R.O. is Rs.5.14 lakh i.e. 5% of Rs. 102.8 lakh (work value + amount for contingencies) if there is no tender premium. This amount shall be reduced corresponding in case of any tender premium. In case the tender premium is 5% only the amount provided for contingency plus 5% of over such amount will be available for variations and/or extra items.

The permissible excess due to tender is only 5% of the work value. In other words, the amount based on tender for the entire sanctioned work (without any change) whether a single tender is invited for the whole work, or more than one tender received, (after taking approval for spitting) should not exceed Rs. 105 lakh in the above example.

S. No.	Provision	Sanction Amount based on estimate (Rs. in lakhs)	%	Amount based on tender (Rs. in lakhs)
1.	Estimated amount of work	100		90
2.	Provision for contingencies	2.80	2.8% of 1	2.8
3.	Provision for w/c establishment	1.54	1.5% of 1 & 2	1.54
4.	Provision for Q/c	1.03	1% of 1 & 2	1.03
5.	Provision for Agency charges	9.25	9% of 1 & 2	8.35 (9% of 92.8)
		114.62–(A)		103.72

The amount upto which RO may allow extra and/or variations is only Rs. 108.36 (103.72+4.64 (5% of 92.8) in the case of tender discount.

No. RW/NH-18019/4/2006-P&M **Dated, the 18th May, 2007**

To

The Secretaries of States Untion Territories, Public Works Departmens (Dealing with National Highways and other Centrally sponsored schemes); The Engineer-in-Chief and Chief Engieners of State PWDs and UTs (Dealing with National Highways and other Centrally sponsored schemes); The Regional Officers, Department of Road Transport & Highways, Ministry of Shipping, Road Transport & Highways.

Subject : Delegation of powers of the Ministry to Regional Officers–Clarification of the Ministry's Circular No. NH-18019/5/2004-P&M (Pt.) dated 16th January, 2006-reg.

The Ministry, vide letter No. NH-18019/5/2004-P&L (Pt.), dated 16.1.2006, delegated powers to the Regional Officers (ROs) to regularize delay in award of works and approve variations and extra items on account of the urgency expressed by the Chief Engineers of the States during the meetings held in February 2005 and June 2005. However, certain specific clarifications have been sought by the RO, Lucknow, on the provisions stipulated in the above mentioned letter vis-à-vis the Ministry's circulars no. NH-11052/5/86-NHIII/DI, dated 1.7.1987 and No. RW/NH-33044/10/2000-S&R (R), dated 23.4.2001 regarding the following:-

(i) The extent of variation which can be allowed in individual items.

(ii) Approval of Excess in Quantity of Profile Corrective Course (PCC) beyond the sanctioned quantity.

(iii) Approval in case of net saving in contract cost even after variation and extra iems.

(iv) Making/with holding payments from contractors' bills in case of concerned Executive Engineers of State PWD recommending bills for unapproved variations/extra items.

2. At the outset it is clarified that the Ministry's above mentioned Circular dated 16.1.2006 was issued only to streamline tthe procedure of DPP for expediting the progress of work by delegating some powers to the ROs

within the 5% excess over the sanctioned amount for the works as per the Ministry's circular No. NH-11026/2/99-US(D-1), dated 29.10.2001, which were vested with the Headquarter.

3. After due consideration of the submission made by the RO Lucknow following clarifications are given on these issues considering their general applicability and relevance for all the PWDs of States/UTs associated with NH works.

(a) **Variation in quantities of individual items:** The Ministry's Circular No. NH-11026/2/99-US (D.I.) dated 29.10.2001 specifies that in respect of the works sanctioned after 13.1.2000, the permissible excess of expenditure over the sanctioned cost will be 5% subject to the condition that other provisions contained in this circular are satisfied. It is also to be ensured while accpeting tenders that the overall cost on the basis of the tender rates inclduing contingencies, work charged establishment and agency charges does not exceed by more than 5% of the sanctioned cost. Therefore the Ministry's ROs may approve the variations in the individual items keeping this and also the provisions of permissible exceess in the contract agreement of the works under execution in view, subject to the condition that the provision contained in the Ministry's circular No. NH-18019/5/2004-P&M (Pt.), dated 16.2.2006 are satisfied.

(b) **Variation in quantity of Profile Corrective Course:** The approval of variation in the quantity of the Profile Corrective Course for the change in the condition of pavement due to time lag of preparation of estimate and actual execution of work is to be governed as a variation in the individual item and also to be dealt accordingly as clarified above. This is in supersession of the Ministry's Circular No. RW/NH-33044/10/2000-S&R (R) dated 23.4.2001.

(c) **Utilisation of the savings from the contract cost:** In the context of the clarifications sought regarding the approving auhority in case of net saving in contract cost even after variation and exra items, it is pertinent to mention that the Ministry's Circular dated 16.1.2006 clearly mentions that savings due to tender discounts shall not be utilized without prior approval of the Ministry. Similarly, any savings from the contract cost due to variations in the quantities of the sanctioned items are not to be utilized without prior approval of the Ministry. For such cases the recommendations of the RO shall be forwarded to the Ministry for consideration consistent with the clarifications given below.

(d) **Approval of work for execution of additional work and variation in quantities:** Various circulars, guidelines, etc. bring out clearly stipulate for obtaining approval of the works, which are not provided in the sanctioned scopes or beyond the permissible limit of the sanctioned quantity. Therefore, efforts are o be made in advance for assessment of the variations/additional items which require the Ministry's approval and also prior approval of the Competent Authority should be obtained before their execution. Further, in order to avoid contractual complications during the execution of work, the concerned Executive Engineer of State PWD shall inform about such possible variations/additional items to the Ministry's RO with details containing nature and extent of such variations/ extra items including their justificaitons etc., and shall also forward the proposal to CE (NH) of PWD concerned for further necessary action. The Ministry's RO shall, thereafter, take up necessary action for approval or otherwise within his delegated powers and communicate his decision within a week of receipt of the proposal from CE (NH) of the State PWD. the payment for these items may be regulated accordingly. Variations/additional items requiring approval of the Ministry's HQ may also be sent within seven days by the RO after receipt of proposal from CE (NH) of the PWD concerned.

4. This issue with the approval of the Finance Wing vide U.O. No. 93/TF-II/07 dated 14.5.2007.

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
7300.22	NH-2312/1/2006-W&A dated 20.08.2007	Reporting of expenditure of NH (O), M&R works and physical performance on National Highways entrusted to State PWDs	7300/19

7300.22

No. RW/NH-23012/1/2006-W&A *Dated, the 20th August, 2007*

To,

All Regional Officers, Department of Road Transport & Highways

Subject : Reporting of expenditure of NH(O), M&R works and physical performance on National Highways entrusted to State PWDs.

The monthly expenditure on both NH(O) and M&R works as well as monthly physical performance on Natinal Highways entrusted to State PWDs are required to be sent in a time bound manner at the beginning of the month to PMO, Ministry of Statistics & Programme Implementation, etc. However, it has been found that there have been delays in reporting these details by the Regional Officers as well as the State PWDs. These delays have been taken very seriously by the Departments concerned.

2. In order to streamline the procedure of the reporting system following procedure will be followed :

a. The expenditure figures for NH(O) works as well as PR and SR sub-heads of M&R works whose payments are made through Direct Payment Procedure are readily available with the Regional Officers. Therefore, these details are to be forwards immediately by the 2nd of the following month.

b. The expenditure figures for OR and FDR sub-heads of M&R works as well as physical performance on NHs for various items of works are available only with the State PWDs. These deails may be collected from the State PWDs and compiled and forwarded to the Headquarters by the 10th of the following month.

3. The Chief Engineers dealing with the National Highways of the State PWDs are also being addressed to forward these details to the Regional Officers by the 8th of the following month.

4. As these details are to be sent in a time bound manner they may be forwarded by fax/email followed by a confirmatory letter at any of the following addresses:

(1) Chief Engineer (P&M)
Room No. 321
D/o Road Transport and Highways,
Transport Bhavan
1, Parliament Street
New Delhi-110001
Telefax: 011-23710134
E-mail: cecord@nic.in

(2) Superintending Engineer (Mon.)
Room No. 329
D/o Road Transport and Highways,
Transport Bhavan
1, Parliament Street
New Delhi-110001
Telefax: 011-23739074
E-mail: semon@nic.in

Code No.	*Circular No. and Date*	*Brief Subject*	*Page No.*
7410. 121.3.21	4CC-1-CTE-2 dated 10.4.2007	Mobilization Advance	7410/1
7410.1	C-30019/6/2007-Vig. dated 22.5.2007	Use of Products with Standard Specification	7410/2
7410.2	C-30019/6/2007-Vig. dated 21.8.2007	Transparancy in Works/Purchase/Consultancy contracts awarded on nomination basis	7410/2 & 3
7410.3	C-30019/6/2007-Vig. dated 23.10.2007	Tendering process-negotation with L-1	7410/3 & 4
7410.4	C-30019/6/2007-Vig. dated 22.1.2008	Acceptance of Bank Guarantees	7410/5 & 6
7410.5 121.5.33	NH-14019/5/08-PGM dated 15.7.2008	Constitution of Internal Committe for Revised Cost Estimate to fix responsibility for time/cost overruns including increase in cost due to arbitration award	7410/6
7490	**MISCELLANEOUS**		
7490.4	No. RW/NH-18011/1/2007-P&M (Pt.), dated 18.10.2007	Meeting of he Secretaries (PWD)/ Engineers-in-Chief/Chief Engineers (NH), etc. held on 11.09.2007 a New Delhi	7490/4
7495	**RTI ACT – 2005**		
7495.1	I-23011/1/2005-O&M dated 19.08.2005	The Right to Information Act, 2005–Preparation of Manuals in respect of the Department of Road Transport and Highways	7495/1 to 24
7495.2	I-34020/2/2005-RTI dated 28.02.2006	Right to Information Act, 2005-Clarification on (i) applications received without 'application fee' and (ii) cases where the applicant does not respond for long/does not respond at all after being intimated by the PIO to deposit the 'fee for providing the information'/inspection of the relevant records etc.	7495/25
7495.3	I-34020/2/2005-RTI dated 31.07.2006	Right to Information (Regulation of Fee & Cost) Rules, 2005-Amendment thereto	7495/25 to 27
7495.4	I-34012/3/2006-RTI dated 05.02.2007	Exemption from Payment of Fee for Accessing to Information in Respect of RTI Act '2005-Clarification reg.	7495/27

7410/121.3.21

NO. 4CC-1-CTE-2
Government of India
Central Vigilance Commission

OFFICE MEMORANDUM

Subject : Mobilisation Advance

Commission has reviewed the exising guidelines on 'Mobilisation Advance' issued vide OM No. UU/ POL/18 dated 08.12.97 and OM No. 4CC-1-CTE-2, dated 08.06.2004.

The following guidelines are issued in supercession of earlier guidelines issued by the Commission on 'Mobilisation Advance'.

1. Provision of mobilization advance should essentially be need-based. Decision to provide such advance should rest at the level of Board (with concurrence of Finance) in the organization.

2. Though the Commission does not encourage interest free mobilization advance, but, if the Management feels its necessity in specific cases, then it should be clearly stipulated in the tender document and its recovery should be time-based and not linked with progress of work. This would ensure that even if the contractor is not executing the work or executing it at a slow pace, the recovery of advance could commence and scope for misuse of such advance could be reduced.

3. Part 'Bank Guarantees' (BGs) against the mobilization advance should be taken in as many numbers as the proposed recovery instalments and should be equivalent to the amount of each instalment. This would ensure that at any point of time even if the contractor's money on account of work done is not available with the organization, recovery of such advance could be ensured by encashing the BG for the work supposed to be completed within a particular period of time.

4. There should be a clear stipulation of interest to be charged on delayed recoveries either due to the late submission of bill by the contractor or any other reason besides the reason giving rise to the encashment of BG, as stated above.

5. The amount of mobilisation advance; interest to be charged, if any; its recovery schedule and any other relevant detail should be explicitly stipulated in the tendered document upfront.

6. Relevant format for BG should be provided in the tender document, which should be enforced strictly and authenticity of such BGs should also be invariably verified from the issuing bank, confidentially and independently by the organization.

7. In case of 'Machinery and Euipment advance', insurance and hypothecation to the employer should be ensured.

8. Utilization certificate from the contractor for the mobilization advance should be obtained. Perferably, mobilization advance should be given in instalments and subsequent instalments should be released after getting satisfactory utilisation certificate from the contractor for the earlier instalment.

7410.1

No. C-30019/6/2007-Vig. ***Dated, the 22nd May 2007***

OFFICE MEMORANDUM

Subject : Use of Products with standard Specification

The unersigned is directed to enclose a copy of the Central Vigilance Commission's Office Memorandum No. 98-VGL-25 dated 30 April, 2007 on the above mentioned subject for necessary action.

(Enclosure to Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways, letter No. C-30019/6/2007-Vig. dated 22nd May 2007)

OFFICE MEMORANDUM

Circular No. 14.4.2007 ***Dated, the 30th April 2007***

Subject : Use of Products with Standard Specification

A case has come to the notice of the Commission that the user department one organization requisitioned an item of non-standard size. Requisitioning of item with non-standard size resulted in issue of 'Non-availability certificate' by the stores keeper although the same item of standard size was already available in the stock. Citing urgency, the item was procured by the user department at 10 times the cost of the standard item by inviting limited quotations.

2. In order to avoid such occurrences, it is reiterated that the items with standard specifications only should be stipulated in the bid documents. In case, items with non-standard specificaitons are to be procured, reasoning for procuring such items may be recorded and reasonability of rates must be checked before placing order.

7410.2

No. C-30019/6/2007-Vig ***Dated, the 21 August, 2007***

Sub: : Transparency in works/purchase/consulting contracts awarded on nomination basis.

A copy of the Central Vigilance Commission's Circular No. 005/CRD/19/61516 dated 5th July, 2007 on the subject mentioned above is sent herewith for information and necessary action.

(Enclosure to Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways, letter No. C-30019/6/2007-Vig., dated 21st August 2007)

No. C-30019/6/2007 ***Dated, the 21st August, 2007***

No. 005/CRD/19/61516
Government of India
Central Vigilance Commission

OFFICE ORDER NO. 23/7/07

Subject : Transparency in Works/Purchase/Consultancy contracts awarded on nomination basis

Reference is Invited to the Commission's circular No. 15/5/08 (issued vide letter No. 005/CRD/19 dated 9.5.2006), wherein the need for award of contracts in a transparent and open manner has been emphasized.

2. A perusal of the queries and references pertaining to this circular, received from various organizations, indicates that several of them believe that mere post-facto approval of the Board is sufficient to award a contracts on nomination basis rather than the inevitability of the situation, as emphasized in the circular.

3. It is needless to state that tendoring process or public auction is a basic requirements for the award of contract by any Government agency as any other method, especially award of contract on nomination basis, would amount to a breach of Article 14 of the Constitution guaranteeing right to right to equality, which implies right to equality to all interested parties.

4. A relevant extract from the recent Supreme Court of India judgement in the case of Nagar Nigam, Meerut Vs A1 Faheam Meat Export Pvt. Ltd. [arising out of SLP (Civil) No. 10174 of 2006] is reproduced below to reinforce this point.

"The law is well-settled that contracts by the State, its corporations, instrumentalities and agencies must be normally granted through public auction/public tender by inviting tenders from eligible persons and the notifications of the public-auction or inviting tenders should be advertised in well known dailies having wide circulation in the locality with all relevant details such as date, time and place of auction, subject matter of auction, technical specificaitons, estimated cost, earnest money deposit, etc. The award of Government contracts through public-auction/public tender is to ensure transparency in the public procurement, to maximize economy and efficiency in Government procurement, to promote healthy competition among the tenderers, to provide for fair and equitable treatment of all tenderers, and to eliminate irregularities, interference and corrupt practices by the authorities concerned. This is required by Article 14 of the Constitution. However, in rare and exceptional cases, for instance, during natural calamities and emergencies declared by the Government; where the procurement is possible from a single source only; where the supplier or contractor has exclusive rights in respect of the goods or services and no reasonable alternative or substitute exists; where the auction was held on several dates but there were no bidders or the bids offered were too low, etc. this normal rule may be departed from and such contracts may be awarded through 'private negotiation'."

(Copy of the full judgement is available on the web-site of the Hon'ble Supreme Court of India, i.e., www.supremecourtindia.nic.in)

5. The Commission advises all CVOs to formally apprise their respective Boards/managemnets of the above observations as well as the full judgement of the Hon'ble Supreme Court for necessary observance. A confirmation of the action taken in this regard may be reflected in the CVO's monthly. report.

6. Further, all nomination/single tender contracts be posted on the website ex-post-facto.

7410.3

OFFICE MEMORANDUM

No. C-30019/6/2007-Vig. **Dated 23rd October, 2007**

Subject : Tendering process-negotiation with L-I

The undersigned is directed to enclose a copy of the Central Vigilance Commission's Circular No. 4/3/07 dated 3rd March, 2007 on the above mentioned subject for information and necessary action.

(Enclosure to Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways, letter No. No. C-30019/6/2007-Vig. dated 23rd October, 2007)

NO. 005/CRD/012
GOVERNMENT OF INDIA
CENTRAL VIGILANCE COMMISSION

Circular No. 4/3/07 **Dated, the 3rd March, 2007**

Subject : Tendering process - negotiations with L-1

Reference is invited to the Commission's circulars of even number, dated 25.10.2005 and 3.10.2006, on the above cited subject. In supersession of the instructions contained therein, the following consolidated instructions are issued with immediate effect:-

(i) As post tender negotiations could often be a source of corruption, it is directed that there should be no post-tender negotiations with L-1, except in certain exceptional situations. Such exceptional situations would include, procurement of proprietary items, items with limited sources of supply and items where there is suspicion of a cartel formation. The justification and details of such negotiations should be duly recorded and documented without any loss of time.

(ii) In cases where a decision is taken to go for re-tendering due to the unreasonableness of the quoted rates, but the requirements are urgent and a re-tender for the entire requirement would delay the availability of the item, thus jeopardizing the essential operations, maintenance and safety, negotiations would be permitted with L-1 bidder(s) for the supply of a bare minimum quantity. The balance quantity should, however, be procured expenditiously through a re-tender, following the normal tendering process.

(iiii) Negotiations should not be allowed to be misused as a tool for bargaining with L-1 with dubious intentions or lead to delays in decision-making. Convincing reasons must be recorded by the authority recommending negotiations. Competent authority should exercise due diligence while accepting a tender or ordering negotiations or calling for a re-tender and a definite timeframe should be indicated so that the time taken for according requisite approvals for the entire process of award of tenders does not exceed one month from the date of submission of recommendations. In cases where the proposal is to be approved at higher levels, a maximum of 15 days should be assigned for clearance at each level. In no case should the overall timeframe exceed the validity period of the tender and it should be ensured that tenders are invariably finalised within their validity period.

(iv) As regards the spilitting of quantities, some organisations have expressed apprehension that pre-disclosing the distribution of quantities in the bid document may nto be feasible, as the capacity of the L-1 firm may not be known in advance. It may be stated that it, after due processing, it is discovered that the quantity to be ordered is far mroe than with L-1 alone is capable of supplying and there was no prior decision to split the quantities, then the quantity being finally ordered should be distributed among the other bridders in a manner that is fair, transparent and equitable. It is essentially in cases where the organisations decide in advance to have more than one source of supply (due to critical or vital nature of the item) that the Commission insists on pre-disclosing the ratio of spilitting the supply in the tender itself. This must be followed scrupulously.

(v) Counter-offers to L-1, in order to arrive at an acceptable price, shall amount to negotiations. However, any counter-offer thereafter to L-2, L-3, etc., (at the rates accepted by L-1) in case of splitting of quantities, as pre-disclosed in the tender, shall not be deemed to be a negotiation.

2. It is reterated that in case L-1 back-out, there should be a re-tender.

3. These instructions issue with the approval of the Commission and may please be noted for immediate compliance.

7410.4

No. C-30019/6/2007-Vig *Dated, the 22nd January, 2008*

OFFICE MEMORANDUM

Subject : Acceptance of Bank Guarantees.

The undersigned is directed to enclose a copy of the Central Vigilance Commission's O.M. No. 02.07.01-CTE-30 dated 31st December, 2007 on the above mentioned subject for necessary action.

(Enclosure to Ministry of Shipping, Road Transport & Highways, Department of Road Transport & Highways, letter No. C-30019/2001-Vig. dated 22.1.2008)

No. 02-07-01-CTE-30
Govt. of India
Central Vigilance Commission

OFFICE MEMORANDUM

Circular No. 01/01/08 *Dated, the 31st December, 2007*

Subject : Acceptance of Bank Guarantees

A number of instances have come to the notice of the Commission where forged/fake bank guarantees have been submitted by the contractors/suppliers. Organizations concerned have also not made any effective attempt to verify the genuineness/authenticity of these bank guarantees at the time of submission.

2. In this background, all organizations are advised to streamline the system of acceptance of bank guarantees from contractors/suppliers to eliminate the possibility of acceptance of any forged/fake bank guarantees.

3. The guidelines on this subject issued by Canara Bank provides for an elaborate procedure, which may be found helpful for the organizations in eliminating the possibility of acceptance of forged/fake bank guarantees. The guidelines issued by Canara Bank provides that-

> "The original gurantee should be sent to the beneficiary directly under Registered Post (A.D.). However, in exceptional cases, where the gurantee is handed over to the customer for any genuine reasons, the branch should immediately send by Registered Post (A.D.) an unstamped duplicate copy of the gurantee directly to the beneficiary with a covering letter requesting them to compare with the original received from their customer and confirm that it is in order. The A.D. card should be kept with the loan papers of the relevant gurantee.
>
> At times, branches may receive letters from beneficiaries, viz., Central/State Governments, public sector undertakings, requiring bank's confirmation for having issued the guarantee. Branches must send the confirmation letter to the concerned authorities promptly without fail."

4. Therefore, all organizations are advised to evolve the procedure for acceptance of BGs, which is compatible with the guidelines of Banks/Reserve Bank of India. The steps to be ensured should include:

i) Copy of proper prescribed format on which BGs are accepted from the contractors should be enclosed with the tender document and it should be vertified verbatim on receipt with original document.

ii) It should be insisted upon the contractors, suppliers etc. that BGs to be submitted by them should be sent to the organization direclty by the issuing bank under Registered Post (A.D.).

iii) In exceptional cases, where the BGs are received through the contractors, suppliers etc., the issuing branch should be requested to immediately send by Registered Post (A.D.) an unstamped duplicate copy of the gurantee directly to the organisation with a covering letter to compare with the original BGs and confirm that it is in order.

iv) As an additional measure of abundant precaution, all BGs should be independently verified by the organizations.

v) In the organisation/unit, one officer should be specifically designated with responsibility for verification, timely renewal and timely encashment of BGs.

5. Keeping above in view, the organizations may frame their own detailed guidelines to ensure that BGs are genuine and encashable.

6. Receipt of the above guidelines should be acknowledged.

7410.5
121.5.33

No. NH-14019/5/08-P&M *Dated, the 15th July, 2008*

ORDER

Subject : Constitution of Internal Committee for Revised Cost Estimate to fix responsibility for time/cost overruns including increase in cost due to arbitration award

The undersigned is directed to say that as per the instructions contained in Department of Expenditure's OM No. 1(3)/PF-II/2001, dated 15.11.2007, no case of Revised Cost Estimate (RCE) will be considered by EFC/PIB (including Departmental EFC cases) unless the report of the Standing Committee and action taken thereupon is appended to the PIB/EFC memo. A clarification has subsequently been issued by the Department of Expenditure, vide their OM no. 24(7)/PF.II/2008, dated 15.05.2008, wherein it has been clarified that the mechanism of Standing Committee would be applicable only with respect to RCE cases being posed to the CCEA for approval. RCE cases, no exceeding Rs. 500 crores can be decided by an Internal Committee comprising of AS&FA as Chairman and technical officers of the concerned zone and State Government.

2. In pursurance of the above clarification, the revised composition of the Standing Committee for fixing the responsibility in cases of time and cost overrun in respect to RCE cases of Rs. 500 crores or more being posed to the CCEA, would comprise of the following members:

(a)	Additional Secretary & Financial Advisor of M/o Shipping, Road Transport & Highways	–	Chairman
(b)	Representative of Planning Commission	–	Member
(c)	Representative of Deptt. of Expenditure	–	Member
(d)	Representative of M/o Statistics and Programme Implementation	–	Member
(c)	Technical representative of State Government concerned	–	Member
(f)	Chief Engineer of the concerned Project Zone, D/o RT&H	–	Member-Secretary

The revised composition of the Internal Committee for projects less than Rs. 500 crores and coming under the purview of the Expenditure Finance would comprise the following members:

Additional Secretary & Financial Advisor of M/o Shipping, Road Transport & Highways	–	Chairman
Technical representative of state Government concerned	–	Member
Chief Engineer of the Project Zone concerned D/o RT&H	–	Member Secretary

The above Committees will examine all aspects of cost escalation including arbitration awards and fix responsibility for cost and time overrun.

This order will be effective from the date of issue. All the Project Zones are to take necessary action in individual areas of revised cost estimates pertaining to their zones as per position indicated above.

7490.4

No. RW/NH-18011/1/2007-P&M (Pt.) **Dated, the 18th October, 2007**

OFFICE MEMORANDUM

Subject : Meeting of the Secretaries (PWD)/Engineers-in-Chief/Chief Engineers (NH), etc. held on 11.9.2007 at New Delhi

The undersigned is directed to refer to the endorsement dated 03.10.2007 on the subject mentioned above and to convey the following decisions taken in the meeting of Secretary (RT&H) with Secretaries of PWD/ Engineers in Chief/Chief Engineers of PWDs on 11.09.2007:-

(A) National Highway Works:

1. In the context of removal of deficiencies of the National Highways, requirement of funds for maintenance shall be identified as per norms before the beginning of the financial year and accordingly, the estimates may be prepared. The inter-se priority of these works may be decided according to the traffic level and condition of the National Highways, the process of the identification may be completed before the month of December of the preceding year so that the estimates could be finalised before the start of the current financial year.

2. For the current financial year all the estimates may be technically cleared by the Second Week of October, 2007 by the Project Chief Engineers and if required the Chief Engineers may visit the states concerned and finalise the details in consultation with field officers of the State Government. This exercise shall also include the requirement of maintenance as per the norms.

3. The National Highways which have been included in NHDP Phase III but not yet entrusted to NHAI may be maintained by the State PWDs. The required maintenance activities and IRQP works as per condition of the roads and bridges may be undertaken.

(B) Central Road Fund (CRF) and Economic Importance (EI) & Inter-State Connectivity (ISC) works:

1. From next financial year onwards the works which are to be taken up under the above schemes are identified by a Zonal Committee and the list recommended by he zonal committees be considered and recommended by a committee consists of Secretary (RT&H), the ADGs and CE (Plg. & Mon.). Approval by this Department will be for one time and technical and financial sanctions may be issued by the respective State Governments. The funds will be released only upto the amount administratively approved by this Department. Expenditure over the administratively approved amount required for completion of the work is to be borne by the respective State Governments.

2. The CRF rules provide for various checks during execution and quality control of the works, etc. by the Regional Officers of this Department. The works which have been completed in full or in part before the date of notification of the rules will not be subject to the requirement of these checks by Regional Officers. The previous procedure for reimbursement would be followed.

3. The officers of the Headquarters from the Project Zones concerned would be deputed for assisting the Regional Officer in checking the execution of works for the works to be completed after the date of notification of these rules.

4. For removal of difficulties in implementation of some of the provisions of the CRF rules, it was decided that the CRF rules will be reviewed for necessary amendments for smooth implementation of these works.

(C) General

1. Zonal Committees with Chief Engineers of the Project Zones concerned of this Department and the Chief Engineers of the State concerned are to be set up which will finalise the list of works for National Highways and Central Sector Road works to be taken up and take necessary action for approval.

2. A Committee under the Chairmanship of DG (RD) & SS/ADG with secretaries of the State PWDs representing four regions of the country and three Chief Engineers of the Project Zones of this Department as members and Chief Engineer (Plg. & Mon.) as Member-Secretary will be set up which will regularly meet at least once in a quarter to review the progress of works and the procedural requirement in order to remove the impediments for implementation of National Highways and other Central Sector Road works.

3. Half yearly meetings will be held under the Chairmanship of Secretary (RT&H) with the Secretaries, Chief Engineers of all the State Governments to review the National Highways and other Central Sector Road works.

4. The expenditure upto December of the year shall be 75% of the allocated fund. If this target is not achieved the allocation of the State concerned will be reviewed and the necessary action for re-allocation of the funds will be taken.

5. Weighbridges are to be installed for control of overloading of trucks as per the provisions of the Control of National Highways (Land & Traffic) Act, 2002 for which action has been taken. This Department has taken initiatives for installation of weigh-in-motion equipment at few locations. Necessary preliminary activities for installation of these equipment may be completed by the State PWDs. The installation of such weigh-in-motion equipment in other places can be out sourced for attracting private parties for weighing, offloading and storage of off loaded material. These are to be installed primarily at the locations of toll booths wherever possible.

6. The various check posts set up by the State Governments on National Highways are to be removed. The check posts of all the Departments of the State Governments are to be integrated and one Integrated Check Post is to be set up at the border of the states. One such Integrated Check Post shall be set up at the border of two adjoining states. The permission for setting up of such check posts shall have to be obtained from the Committee consisting of Chief Engineer (NH) and the Transport Commissioner of the states concerned.

7. Best practices followed by the states if any in respect of National Highways and other Central Sector Road works may be circulated among other states for their benefits and application.

8. As per present practice the Chief Engineers of the Project Zones are competent to technically clear the estiamtes costing upto Rs.5 crore. Considering the escalation in costs etc. and also the amount which is exempt from clearance by EFC the following delegation of power for technical clearance of estimates has been approved:-

Chief Engineers:	Rs. 15 crore
Additional Director General:	Rs. 30 crore
Director General:	Full Power

This is issued with the approval of the Hon'ble Minister (S, RT&H).

All concerned are requested to take necessary follow up action and to send the compliance report.

7495.1

No. 1-23011/1/2005-O&M *Dated, the 19th August, 2005*

OFFICE MEMORANDUM

Subject : The Right to Information Act, 2005–Preparation of Manuals in respect of the Department of Road Transport and Highways

The undersigned is directed to refer to this Department's Office Order No. 19012/1/2005-E.I (No. 105/ 2005) dated 3rd August, 2005 along with a copy of the Right to Information Act, 2005.

2. As provided, *inter alia,* in the aforesaid Act, every public authority shall publish within one twenty days from the days from the day of the enactment such of the manuals as prescribed in items noted in Sections 4(1)(a), 4(1)(b) (i) to (xvii) and 4(1)(c) and (d) of this Act.

3. All the Wing Heads/Central Public Information Officers in the various Divisions/Wings in the Department of Road Transport and Highways are requested to prepare the Manuals in respect of their Wings/Division in pursuance of the Act immediately and send the same latest by 26th August, 2005 so that the same could be put up to the competent authority for approval and action for publishing/disseminating the information contained in the Manual through the prescribed means of communication including Ministry's website initiated, at the earliest.

4. This issues with the approval of Secretary, Road Transport and Highways.

(Enclosure to Ministry of Shipping, Road Transport & Highways, letter No. I-23011/1/2005-O&M dated 19th August 2005.

Most Immediate
Time Bound

No. 1-19012/1/2005-E.I

Dated, the 3rd August, 2005

OFFICE ORDER NO. 105/2005

In exercise of powers conferred by 'The Right to Information Act, 2005', following officers are appointed as Central Public Information Officer (CPIO) and Appellate Authority for the purpose of the Act in respect of the concerned divisions/wings/offices/Units etc. under their control.

I-Central Public Information Officer

Head Quarter Level :

S.No.	Division/Wing/Office/Unit		Central Public Information Officer
(i)	Roads Wing	:	Respective Chief Engineers for all zones of the Roads Wing
(ii)	Transport Division	:	Director (Road Transport)
(iii)	Administration	:	Deputy Secretary (Admn.)
Regional Level/Field Organizations :			
(i)	Regional Offices	:	Respective Regional Officer
(ii)	ELOs	:	Respective Executive Engineer

2. The information under the provisions of this Act shall be provided as per its availability, to the extent possible in electronic from (Floppy Disk/CD Rom) or in the form of Booklet, Photocopy etc. The following fee is prescribed for the purpose:

(i)	Floppy Disk	:	Rs. 15/-
(ii)	CD Rom	:	Rs. 20/-
(iii)	Booklet	:	As prescribed
(iv)	Photocopy	:	Rs. 1/- per page

3. The designated CPIO shall deal with the requests received from persons seeking information as per provisions–contained under Section-7 of the Act and may seek assistance of any officer as he or she considers it necessary for the proper discharge of his or her duties. The officer whose assistance has been sough shall render all assistance to the CPIO and for the purposes of any contravention of the provisions of this Act, such other officer shall be treated as a CPIO as the case may be.

4. The designated CPIO shall arrange to get all the records maintained in respect of the concerned divisions/ wings/offices/Units etc. under his/her control as per provisions contained in Section 4 of the Act so that access to such records is facilitated.

5. It has been decided that Deputy Secretary (Coord. & O&M), Department of Road Transport & Highways shall arrange to compile/collect the information from all concerned and publish/disseminate the same widely as per provisions contained in Section 4(2), (3) & (4) of the Act. The designated CPIOs shall provide necessary inputs to Dy. Secretary (Coordination & O&M) for wide dissemination of information.

II-Appellate Authority :

Head Quarter Level:

S.No.	Division/Wing/Office/Unit		Appellate Authority
(i)	Roads Wing	:	Additional Director General (Roads)
(ii)	Transport Division	:	Joint Secretary (Admn.)
(iii)	Administration	:	Joint Secretary (Admn.)

Regional Level/Field Organizations:

(i)	Regional Offices	:	Joint Secretary (Admn.)
(ii)	ELOs	:	Joint Secretary (Admn.)

6. The designated Appellate Authorities shall dispose of the appeal, received under section 19 of the Act, within 30 days of the receipt of the appeal or within such extended period not exceeding a total of 45 days from the date of filing thereof, as the case may be, for reasons to be recorded in writing.

7. . A copy of the Ministry of Personnel, Public Grievances & Pensions DO Letter No. 34012/4(S)/2005-Estt (B) dated 23.6.2005 alongwith a copy of "The Right to Information Act, 2005" is enclosed which may please be referred to for compliance/implementation of each concerned provision of the Act.

No. I-23011/1/2005-O&M/RIT ***Dated, the 20th September, 2005***

ORDER

In partial modifications of Department of Road Transport and Highways Office Order No. 105/2005 (No.1-19012/1/2005 E.I) dated 3rd August, 2005 and in exercise of powers conferred by 'The Right to Information Act, 2005', the following officers are appointed as Public Information Officers (PIOs) and Appellate Authorities for the purpose of the Act in respect of the Department of Road Transport and Highways.

Public Information Officers:

(i)	At Headquarters	Deputy Secretary (RTI)
(ii)	At field level	All Regional Officers/Engineer Liaison Officers for the respective regions

Appellate Authorities

	Wing	Appellate Authority
(i)	Transport & Admn. Wing Including Coord/O&M and DTR Wing.	Joint Secretary (Transport & Admn.)
(ii)	Roads Wing including Regional Offices	Additional Director General and/or Director General (Road Development)
(iii)	Finance Wing	Additional Secretary & Financial Adviser

2. In addition, the following shall act as the Designated Officers in the different Wings to provide necessary assistance sought by the PIOs under Sections 5(4) and 5(5) of the Act and to process, examine, dispose of such requests (from the public under the provisions of the Act), as are forwarded by the Public Information Officers relating to them, after duly accounting for and depositing the prescribed fees in the appropriate Head of Account. A copy of the acknowledgment, if any, and of the final reply with reference to such requests shall invariably be furnished to the Public Information Officers by the Designated Officers to enable them to update the records to be maintained in accordance with the provisions of the Act.

Wing		**Designated Officers**
(i)	Admn. Wing	Deputy Secretary (Admn.)
(ii)	Transport Wing	Director (RT)
(iii)	DTR Wing	Director (TR)
(iv)	Roads Wing (including Regional Officers)	All Chief Engineers (for the respective Zones)
(v)	Finance Wing	Director (Finance)

3. For the purposes of any contravention of the provisions of this Act, the designated Officers will become ***de facto*** PIOs in accordance with Sections 5(4) and 5(5) of the Act.

4. Further, RTI Section will, on receipt of the requisite information from all the Wings, take immediate action for publishing of the Manuals and dissemination of the information through the prescribed means of communication including Department's website in respect of the Department of Road Transport and Highways.

5. This issues with the approval of competent authority.

भारत का राजपत्र
The Gazette of India
असाधारण
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इस भाग में भिन्न पृष्ठ संख्या दी जाती है जिससे कि यह अलग संकलन के रूप में रखा जा सके।
Separate paging is given to this Part in order that it may be filed as a separate compilation.

MINISTRY OF LAW AND JUSTICE

(Legislative Department)

New Delhi, the 21st June, 2005/Jyaistha 31, 1927 (Saka)

The following Act of Parliament received the assent of the President on the 15th June, 2005, and is hereby published for general information:

THE RIGHT TO INFORMATION ACT, 2005

No. 22 of 2005

[15th June, 2005]

An Act to provide for setting out the practical regime of right to information for citizens to secure access to information under the control of public authorities, in order to promote transparency and accountability in the working of every public authority, the constitution of a Central Information Commission and State Information Commissions and for matters connected therewith or incidental thereto.

Whereas the Constitution of India has established democratic Republic;

And whereas democracy requires an informed citizenry and transparency of information which are vital to its functioning and also to contain corruption and to hold Governments and their instrumentalities accountable to the governed;

And whereas revelation of information in actual practice is likely to conflict with other public interests including efficient operations of the Governments, optimum use of limited fiscal resources and the preservation of confidentiality of sensitive information;

And whereas it is necessary to harmonise these conflicting interests while preserving the paramountcy of the democratic ideal;

Now, therefore, it is expedient to provide for furnishing certain information to citizens who desire to have it.

Be it enacted by Parliament in the Fifty-sixth Year of the Republic of India as follows:—

CHAPTER 1

PRELIMINARY

1 (1) This Act may be called the Right to Information Act, 2005.

(2) It extends to the whole of India except the State of Jammu and Kashmir.

(3) The provisions of sub-section (*1*) of section 4, sub-sections (*1*) and (*2*) of section 5, sections 12, 13, 15,16, 24 , 27 and 28 shall come into force at once, and the remaining provisions of this Act shall come into force on the one hundred and twentieth day of its enactment.

2 In this Act, unless the context otherwise requires,—

(a) "appropriate Government" means in relation to a public authority which is established, constituted, owned, controlled or substantially financed by funds provided directly or indirectly—

(i) by the Central Government or the Union territory administration, the Central Government;

(ii) by the State Government, the State Government;

(b) "Central Information Commission" means the Central Information Commission constituted under sub-section (*1*) of section 12;

(c) "Central Public Information Officer" means the Central Public Information Officer designated under sub-section (*1*) and includes a Central Assistant Public Information Officer designated as such under sub-section (*2*) of section 5;

(d) "Chief Information Commissioner" and "Information Commissioner" mean the Chief Information Commissioner and Information Commissioner appointed under sub-section (*3*) of section 12;

(e) "competent authority" means—

(i) the Speaker in the case of the House of the People or the Legislative Assembly of a State or a Union territory having such Assembly and the Chairman in the case of the Council of States or Legislative Council of a State;

(ii) the Chief Justice of India in the case of the Supreme Court;

(iii) the Chief Justice of the High Court in the case of a High Court;

(iv) the President or the Governor, as the case may be, in the case of other authorities established or constituted by or under the Constitution;

(v) the administrator appointed under article 239 of the Constitution;

(f) "information" means any material in any form, including records, documents, memos, e-mails, opinions, advices, press releases, circulars, orders, logbooks, contracts, reports, papers, samples, models, data material held in any electronic form and information relating to any private body which can be accessed by a public authority under any other law for the time being in force;

(g) "prescribed" means prescribed by rules made under this Act by the appropriate Government or the competent authority, as the case may be;

(h) "public authority" means any authority or body or institution of self- government established or constituted—

(a) by or under the Constitution;

(b) by any other law made by Parliament;

(c) by any other law made by State Legislature;

(d) by notification issued or order made by the appropriate Government, and includes any—

(i) body owned, controlled or substantially financed;

(ii) non-Government organization substantially financed, directly or indirectly by funds provided by the appropriate Government;

(i) "record" includes—

(a) any document, manuscript and file;

(b) any microfilm, microfiche and facsimile copy of a document;

(c) any reproduction of image or images embodied in such microfilm (whether enlarged or not); and

(d) any other material produced by a computer or any other device;

(j) "right to information" means the right to information accessible under this Act which is held by or under the control of any public authority and includes the right to—

(i) inspection of work, documents, records;

(ii) taking notes, extracts or certified copies of documents or records;

(iii) taking certified samples of material;

(iv) obtaining information in the form of diskettes, floppies, tapes, video cassettes or in any other electronic mode or through printouts where such information is stored in a computer or in any other device;

(k) "State Information Commission" means the State Information Commission constituted under sub-section (*1*) of section 15;

(l) "State Chief Information Commissioner" and "State Information Commissioner" mean the State Chief Information Commissioner and the State Information Commissioner appointed under sub-section (*3*) of section 15;

(m) "State Public Information Officer" means the State Public Information Officer designated under sub-section (*1*) and includes a State Assistant Public Information Officer designated as such under sub-section (*2*) of section 5;

(n) "third party" means a person other than the citizen making a request for information and includes a public authority.

CHAPTER II

RIGHT TO INFORMATION AND OBLIGATIONS OF PUBLIC AUTHORITIES

Subject to the provisions of this Act, all citizens shall have the right to information

(1) Every public authority shall—

(a) maintain all its records duly catalogued and indexed in a manner and the form which facilitates the right to information under this Act and ensure that all records that are appropriate to be computerised are, within a reasonable time and subject to availability of resources, computerised and connected through a network all over the country on different systems so that access to such records is facilitated;

(b) publish within one hundred and twenty days from the enactment of this Act,—

(i) the particulars of its organisation, functions and duties;

(ii) the powers and duties of its officers and employees;

(iii) the procedure followed in the decision making process, including channels of supervision and accountability;

(iv) the norms set by it for the discharge of its functions;

(v) the rules, regulations, instructions, manuals and records, held by it or under its control or used by its employees for discharging its functions.

(vi) a statement of the categories of documents that are held by it or under its control;

(vii) the particulars of any arrangement that exists for consultation with, or representation by, the members of the public in relation to the formulation of its policy or implementation thereof;

(viii) a statement of the boards, councils, committees and other bodies consisting of two or more persons constituted as its part or for the purpose of its advice, and as to whether meetings of those boards, councils, committees and other bodies are open to the public, or the minutes of such meetings are accessible for public;

(ix) a directory of its officers and employees;

(x) the monthly remuneration received by each of its officers and employees, including the system of compensation as provided in its regulations;

(xi) the budget allocated to each of its agency, indicating the particulars of all plans, proposed expenditures and reports on disbursements made;

(xii) the manner of execution of subsidy programmes, including the amounts allocated and the details of beneficiaries of such programmes;

(xiii) particulars of recipients of concessions, permits or authorisations granted by it;

(xiv) details in respect of the information, available to or held by it, reduced in an electronic form;

(xv) the particulars of facilities available to citizens for obtaining information, including the working hours of a library or reading room, if maintained for public use;

(xvi) the names, designations and other particulars of the Public Information Officers;

(xvii) such other information as may be prescribed and thereafter update these publications every year;

© publish all relevant facts while formulating important policies or announcing the decisions which affect public;

(d) provide reasons for its administrative or quasi-judicial decisions to affected persons.

(2) It shall be a constant endeavour of every public authority to take steps in accordance with the requirements of clause (b) of sub-section (1) to provide as much information suo motu to the public at regular intervals through various means of communications, including internet, so that the public have minimum resort to the use of this Act to obtain information.

(3) For the purposes of sub-section (1), every information shall be disseminated widely and in such form and manner which is easily accessible to the public.

(4) All materials shall be disseminated taking into consideration the cost effectiveness, local language and the most effective method of communication in that local area and the information should be easily accessible, to the extent possible in electronic format with the Central Public Information Officer or State Public Information Officer, as the case may be, available free or at such cost of the medium or the print cost price as may be prescribed.

Explanation.—For the purposes of sub-sections (3) and (4), "disseminated" means making known or communicated the information to the public through notice boards, newspapers, public announcements, media broadcasts, the internet or any other means, including inspection of offices of any public authority

5. (1) Every public authority shall, within one hundred days of the enactment of this Act, designate as many officers as the Central Public Information Officers or State Public Information Officers, as the case may be, in all administrative units or offices under it as may be necessary to provide information to persons requesting for the information under this Act.

(2) Without prejudice to the provisions of sub-section (1), every public authority shall designate an officer, within one hundred days of the enactment of this Act, at each sub-divisional level or other sub-district level as a Central Assistant Public Information Officer or a State Assistant Public Information Officer, as the case may be, to receive the applications for information or appeals under this Act for forwarding the same forthwith to the Central Public Information Officer or the State Public Information Officer or senior officer specified under sub-section (1) of section 19 or the Central Information Commission or the State Information Commission, as the case may be:

Provided that where an application for information or appeal is given to a Central Assistant Public Information Officer or a State Assistant Public Information Officer, as the case may be, a period of five days shall be added in computing the period for response specified under sub-section (1) of section 7

(3) Every Central Public Information Officer or State Public Information Officer, as the case may be, shall deal with requests from persons seeking information and render reasonable assistance to the persons seeking such information

(4) The Central Public Information Officer or State Public Information Officer, as the case may be, may seek the assistance of any other officer as he or she considers it necessary for the proper discharge of his or her duties.

(5) Any officer, whose assistance has been sought under sub-section (4), shall render all assistance to the Central Public Information Officer or State Public Information Officer, as the case may be, seeking his or her assistance and for the purposes of any contravention of the provisions of this Act, such other officer shall be treated as a Central Public Information Officer or State Public Information Officer, as the case may be.

6. (1) A person, who desires to obtain any information under this Act, shall make a request in writing or through electronic means in English or Hindi or in the official language of the area in which the application is being made, accompanying such fee as may be prescribed, to—

(a) the Central Public Information Officer or State Public Information Officer, as the case may be, of the concerned public authority;

(b) the Central Assistant Public Information Officer or State Assistant Public Information Officer, as the case may be, specifying the particulars of the information sought by him or her:

Provided that where such request cannot be made in writing, the Central Public Information Officer or State Public Information Officer, as the case may be, shall render all reasonable assistance to the person making the request orally to reduce the same in writing.

(2) An applicant making request for information shall not be required to give any reason for requesting the information or any other personal details except those that may be necessary for contacting him.

(3) Where an application is made to a public authority requesting for an information,—

(i) which is held by another public authority; or

(ii) the subject matter of which is more closely connected with the functions of another public authority, the public authority, to which such application is made, shall transfer the application or such part of it as may be appropriate to that other public authority and inform the applicant immediately about such transfer:

Provided that the transfer of an application pursuant to this sub-section shall be made as soon as practicable but in no case later than five days from the date of receipt of the application.

7. (1) Subject to the proviso to sub-section (2) of section 5 or the proviso to sub-section (3) of section 6, the Central Public Information Officer or State Public Information Officer, as the case may be, on receipt of a request under section 6 shall, as expeditiously as possible, and in any case within thirty days of the receipt of the request, either provide the information on payment of such fee as may be prescribed or reject the request for any of the reasons specified in sections 8 and 9:

Provided that where the information sought for concerns the life or liberty of a person, the same shall be provided within forty-eight hours of the receipt of the request.

(2) If the Central Public Information Officer or State Public Information Officer, as the case may be, fails to give decision on the request for information within the period specified under sub-section (1), the Central Public Information Officer or State Public Information Officer, as the case may be, shall be deemed to have refused the request.

(3) Where a decision is taken to provide the information on payment of any further fee representing the cost of providing the information, the Central Public Information Officer or State Public Information Officer, as the case may be, shall send an intimation to the person making the request, giving—

(a) the details of further fees representing the cost of providing the information as determined by him, together with the calculations made to arrive at the amount in accordance with fee prescribed under sub-section (1), requesting him to deposit that fees, and the period intervening between the despatch of the said intimation and payment of fees shall be excluded for the purpose of calculating the period of thirty days referred to in that sub-section;

(b) information concerning his or her right with respect to review the decision as to the amount of fees charged or the form of access provided, including the particulars of the appellate authority, time limit, process and any other forms.

(4) Where access to the record or a part thereof is required to be provided under this Act and the person to whom access is to be provided is sensorily disabled, the Central Public Information Officer or State Public Information Officer, as the case may be, shall provide assistance to enable access to the information, including providing such assistance as may be appropriate for the inspection.

(5) Where access to information is to be provided in the printed or in any electronic format, the applicant shall, subject to the provisions of sub-section (6), pay such fee as may be prescribed:

Provided that the fee prescribed under sub-section (1) of section 6 and sub-sections (1) and (5) of section 7 shall be reasonable and no such fee shall be charged from the persons who are of below poverty line as may be determined by the appropriate Government.

(6) Notwithstanding anything contained in sub-section (5), the person making request for the information shall be provided the information free of charge where a public authority fails to comply with the time limits specified in sub-section (1).

(7) Before taking any decision under sub-section (1), the Central Public Information Officer or State Public Information Officer, as the case may be, shall take into consideration the representation made by a third party under section 11.

(8) Where a request has been rejected under sub-section (1), the Central Public Information Officer or State Public Information Officer, as the case may be, shall communicate to the person making the request,—

(i) the reasons for such rejection;
(ii) the period within which an appeal against such rejection may be preferred; and
(iii) the particulars of the appellate authority.

(9) An information shall ordinarily be provided in the form in which it is sought unless it would disproportionately divert the resources of the public authority or would be detrimental to the safety or preservation of the record in question.

8. (1) Notwithstanding anything contained in this Act, there shall be no obligation to give any citizen,—

(a) information, disclosure of which would prejudicially affect the sovereignty and integrity of India, the security, strategic, scientific or economic interests of the State, relation with foreign

State or lead to incitement of an offence;

(b) information which has been expressly forbidden to be published by any court of law or tribunal or the disclosure of which may constitute contempt of court;

(c) information, the disclosure of which would cause a breach of privilege of Parliament or the State Legislature;

(d) information including commercial confidence, trade secrets or intellectual property, the disclosure of which would harm the competitive position of a third party, unless the competent authority is satisfied that larger public interest warrants the disclosure of such information;

(e) information available to a person in his fiduciary relationship, unless the competent authority is satisfied that the larger public interest warrants the disclosure of such information;

(f) information received in confidence from foreign Government;

(g) information, the disclosure of which would endanger the life or physical safety of any person or identify the source of information or assistance given in confidence for law enforcement or security purposes;

(h) information which would impede the process of investigation or apprehension or prosecution of offenders;

(i) cabinet papers including records of deliberations of the Council of Ministers, Secretaries and other officers:

Provided that the decisions of Council of Ministers, the reasons thereof, and the material on the basis of which the decisions were taken shall be made public after the decision has been taken, and the matter is complete, or over:

Provided further that those matters which come under the exemptions specified in this section shall not be disclosed;

(j) information which relates to personal information the disclosure of which has no relationship to any public activity or interest, or which would cause unwarranted invasion of the privacy of the individual unless the Central Public Information Officer or the State Public Information Officer or the appellate authority, as the case may be, is satisfied that the larger public interest justifies the disclosure of such information:

Provided that the information which cannot be denied to the Parliament or a State Legislature shall not be denied to any person.

(2) Notwithstanding anything in the Official Secrets Act, 1923 nor any of the exemptions permissible in accordance with sub-section (1), a public authority may allow access to information, if public interest in disclosure outweighs the harm to the protected interests.

(3) Subject to the provisions of clauses (a), (c) and (i) of sub-section (1), any information relating to any occurrence, event or matter which has taken place, occurred or happened twenty years before the date on which any request is made under secton 6 shall be provided to any person making a request under that section:

Provided that where any question arises as to the date from which the said period of twenty years has to be computed, the decision of the Central Government shall be final, subject to the usual appeals provided for in this Act.

9. Without prejudice to the provisions of section 8, a Central Public Information Officer or a State Public Information Officer, as the case may be, may reject a request for information where such a request for providing access would involve an infringement of copyright subsisting in a person other than the State.

10. (1) Where a request for access to information is rejected on the ground that it is in relation to information which is exempt from disclosure, then, notwithstanding anything contained in this Act, access may be provided to that part of the record which does not contain any information which is exempt from disclosure under this Act and which can reasonably be severed from any part that contains exempt information.

(2) Where access is granted to a part of the record under sub-section (1), the Central Public Information Officer or State Public Information Officer, as the case may be, shall give a notice to the applicant, informing—

(a) that only part of the record requested, after severance of the record containing information which is exempt from disclosure, is being provided;

(b) the reasons for the decision, including any findings on any material question of fact, referring to the material on which those findings were based;

(c) the name and designation of the person giving the decision;

(d) the details of the fees calculated by him or her and the amount of fee which the applicant is required to deposit; and

(e) his or her rights with respect to review of the decision regarding non-disclosure of part of the information, the amount of fee charged or the form of access provided, including the particulars of the senior officer specified under sub-section (1) of section 19 or the Central Information Commission or the State Information Commission, as the case may be, time limit, process and any other form of access.

11. (1) Where a Central Public Information Officer or a State Public Information Officer, as the case may be, intends to disclose any information or record, or part thereof on a request made under this Act, which relates to or has been supplied by a third party and has been treated as confidential by that third party, the Central Public Information Officer or State Public Information Officer, as the case may be, shall, within five days from the receipt of the request, give a written notice to such third party of the request and of the fact that the Central Public Information Officer or State Public Information Officer, as the case may be, intends to disclose the information or record, or part thereof, and invite the third party to make a submission in writing or orally, regarding whether the information should be disclosed, and such submission of the third party shall be kept in view while taking a decision about disclosure of information:
Provided that except in the case of trade or commercial secrets protected by law, disclosure may be allowed if the public interest in disclosure outweighs in importance any possible harm or injury to the interests of such third party.

(2) Where a notice is served by the Central Public Information Officer or State Public Information Officer, as the case may be, under sub-section (1) to a third party in respect of any information or record or part thereof, the third party shall, within ten days from the date of receipt of such notice, be given the opportunity to make representation against the proposed disclosure.

(3) Notwithstanding anything contained in section 7, the Central Public Information Officer or State Public Information Officer, as the case may be, shall, within forty days after receipt of the request under section 6, if the third party has been given an opportunity to make representation under sub-section (2), make a decision as to whether or not to disclose the information or record or part thereof and give in writing the notice of his decision to the third party.

(4) A notice given under sub-section (3) shall include a statement that the third party to whom the notice is given is entitled to prefer an appeal under section 19 against the decision.

CHAPTER III

THE CENTRAL INFORMATION COMMISSION

12. (1) The Central Government shall, by notification in the Official Gazette, constitute a body to be known as the Central Information Commission to exercise the powers conferred on, and to perform the functions assigned to, it under this Act.

(2) The Central Information Commission shall consist of—

(a) the Chief Information Commissioner; and

(b) such number of Central Information Commissioners, not exceeding ten, as may be deemed necessary.

(3) The Chief Information Commissioner and Information Commissioners shall be appointed by the President on the recommendation of a committee consisting of—

(i) the Prime Minister, who shall be the Chairperson of the committee;

(j) the Leader of Opposition in the Lok Sabha; and

(k) a Union Cabinet Minister to be nominated by the Prime Minister

Explanation.—For the purposes of removal of doubts, it is hereby declared that where the Leader of Opposition in the House of the People has not been recognised as such, the Leader of the single largest group in opposition of the Government in the House of the People shall be deemed to be the Leader of Opposition.

(4) The general superintendence, direction and management of the affairs of the Central Information Commission shall vest in the Chief Information Commissioner who shall be assisted by the Information Commissioners and may exercise all such powers and do all such acts and things which may be exercised or done by the Central Information Commission autonomously without being subjected to directions by any other authority under this Act.

(5) The Chief Information Commissioner and Information Commissioners shall be persons of eminence in public life with wide knowledge and experience in law, science and technology, social service, management, journalism, mass media or administration and governance.

(6) The Chief Information Commissioner or an Information Commissioner shall not be a Member of Parliament or Member of the Legislature of any State or Union territory, as the case may be, or hold any other office of profit or connected with any political party or carrying on any business or pursuing any profession.

(7) The headquarters of the Central Information Commission shall be at Delhi and the Central Information Commission may, with the previous approval of the Central Government, establish offices at other places in India.

13. (1) The Chief Information Commissioner shall hold office for a term of five years from the date on which he enters upon his office and shall not be eligible for reappointment:

Provided that no Chief Information Commissioner shall hold office as such after he has attained the age of sixty-five years.

(2) Every Information Commissioner shall hold office for a term of five years from the date on which he enters upon his office or till he attains the age of sixty-five years, whichever is earlier, and shall not be eligible for reappointment as such Information Commissioner:

Provided that every Information Commissioner shall, on vacating his office under this sub-section be eligible for appointment as the Chief Information Commissioner in the manner specified in sub-section (3) of section 12:

Provided further that where the Information Commissioner is appointed as the Chief Information Commissioner, his term of office shall not be more than five years in aggregate as the Information Commissioner and the Chief Information Commissioner.

(3) The Chief Information Commissioner or an Information Commissioner shall before he enters upon his office make and subscribe before the President or some other person appointed by him in that behalf, an oath or affirmation according to the form set out for the purpose in the First Schedule.

(4) The Chief Information Commissioner or an Information Commissioner may, at any time, by writing under his hand addressed to the President, resign from his office:

Provided that the Chief Information Commissioner or an Information Commissioner may be removed in the manner specified under section 14.

(5) The salaries and allowances payable to and other terms and conditions of service of —

(a) the Chief Information Commissioner shall be the same as that of the Chief Election Commissioner;

(b) an Information Commissioner shall be the same as that of an Election Commissioner:

Provided that if the Chief Information Commissioner or an Information Commissioner, at the time of his appointment is, in receipt of a pension, other than a disability or wound pension, in respect of any previous service under the Government of India or under the Government of a State, his salary in respect of the service as the Chief Information Commissioner or an Information Commissioner shall be reduced by the amount of that pension including any portion of pension which was commuted and pension equivalent of other forms of retirement benefits excluding pension equivalent of retirement gratuity:

Provided further that if the Chief Information Commissioner or an Information Commissioner if, at the time of his appointment is, in receipt of retirement benefits in respect of any previous service rendered in a Corporation established by or under any Central Act or State Act or a Government company owned or controlled by the Central Government or the State Government, his salary in respect of the service as the Chief Information Commissioner or an Information Commissioner shall be reduced by the amount of pension equivalent to the retirement benefits:

Provided also that the salaries, allowances and other conditions of service of the Chief Information Commissioner and the Information Commissioners shall not be varied to their disadvantage after their appointment.

(6) The Central Government shall provide the Chief Information Commissioner and the Information Commissioners with such officers and employees as may be necessary for the efficient performance of their functions under this Act, and the salaries and allowances payable to and the terms and conditions of service of the officers and other employees appointed for the purpose of this Act shall be such as may be prescribed.

14. (1) Subject to the provisions of sub-section (3), the Chief Information Commissioner or any Information Commissioner shall be removed from his office only by order of the President on the ground of proved misbehaviour or incapacity after the Supreme Court, on a reference made to it by the President, has, on inquiry, reported that the Chief Information Commissioner or any Information Commissioner, as the case may be, ought on such ground be removed.

(2) The President may suspend from office, and if deem necessary prohibit also from attending the office during inquiry, the Chief Information Commissioner or Information Commissioner in respect of whom a reference has been made to the Supreme Court under sub-section (1) until the President has passed orders on receipt of the report of the Supreme Court on such reference.

(3) Notwithstanding anything contained in sub-section (1), the President may by order remove from office the Chief Information Commissioner or any Information Commissioner if the Chief Information Commissioner or a Information Commissioner, as the case may be,—

(a) is adjudged an insolvent; or

(b) has been convicted of an offence which, in the opinion of the President, involves moral turpitude; or

(c) engages during his term of office in any paid employment outside the duties of his office; or

(d) is, in the opinion of the President, unfit to continue in office by reason of infirmity of mind or body; or

(e) has acquired such financial or other interest as is likely to affect prejudicially his functions as the Chief Information Commissioner or a Information Commissioner.

(4) If the Chief Information Commissioner or a Information Commissioner in any way, concerned or interested in any contract or agreement made by or on behalf of the Government of India or participates in any way in the profit thereof or in any benefit or emolument arising there from otherwise than as a member and in common with the other members of an incorporated company, he shall, for the purposes of sub-section (1), be deemed to be guilty of misbehavior.

CHAPTER IV

THE STATE INFORMATION COMMISSION

15. (1) Every State Government shall, by notification in the Official Gazette, constitute a body to be known as the ..... (name of the State) Information Commission to exercise the powers conferred on, and to perform the functions assigned to, it under this Act.

(2) The State Information Commission shall consist of—

(a) the State Chief Information Commissioner, and

(b) such number of State Information Commissioners, not exceeding ten, as may be deemed necessary.

(3) The State Chief Information Commissioner and the State Information Commissioners shall be appointed by the Governor on the recommendation of a committee consisting of—

(i) the Chief Minister, who shall be the Chairperson of the committee;
(ii) the Leader of Opposition in the Legislative Assembly; and
(iii) a Cabinet Ministrer to be nominated by the Chief Minister

Explanation.—For the purposes of removal of doubts, it is hereby declared that where the Leader of Opposition in the Legislative Assembly has not been recognised as such, the Leader of the single largest group in opposition of the Government in the Legislative Assembly shall be deemed to be the Leader of Opposition.

(4) The general superintendence, direction and management of the affairs of the State Information Commission shall vest in the State Chief Information Commissioner who shall be assisted by the State Information Commissioners and may exercise all such powers and do all such acts and things which may be exercised or done by the State Information Commission autonomously without being subjected to directions by any other authority under this Act.

(5) The State Chief Information Commissioner and the State Information Commissioners shall be persons of eminence in public life with wide knowledge and experience in law, science and technology, social service, management, journalism, mass media or administration and governance.

(6) The State Chief Information Commissioner or a State Information Commissioner shall not be a Member of Parliament or Member of the Legislature of any State or Union territory, as the case may be, or hold any other office of profit or connected with any political party or carrying on any business or pursuing any profession.

(7) The headquarters of the State Information Commission shall be at such place in the State as the State Government may, by notification in the Official Gazette, specify and the State Information Commission may, with the previous approval of the State Government, establish offices at other places in the State.

16. (1) The State Chief Information Commissioner shall hold office for a term of five years from the date on which he enters upon his office and shall not be eligible for reappointment:

Provided that no State Chief Information Commissioner shall hold office as such after he has attained the age of sixty-five years.

(2) Every State Information Commissioner shall hold office for a term of five years from the date on which he enters upon his office or till he attains the age of sixty-five years, whichever is earlier, and shall not be eligible for reappointment as such State Information Commissioner

Provided that every State Information Commissioner shall, on vacating his office under this sub-section, be eligible for appointment as the State Chief Information Commissioner in the manner specified in sub-section (3) of section 15:

Provided further that where the State Information Commissioner is appointed as the State Chief Information Commissioner, his term of office shall not be more than five years in aggregate as the State Information Commissioner and the State Chief Information Commissioner.

(3) The State Chief Information Commissioner or a State Information Commissioner, shall before he enters upon his office make and subscribe before the Governor or some other person appointed by him in that behalf, an oath or affirmation according to the form set out for the purpose in the First Schedule.

(4) The State Chief Information Commissioner or a State Information Commissioner may, at any time, by writing under his hand addressed to the Governor, resign from his office:

Provided that the State Chief Information Commissioner or a State Information Commissioner may be removed in the manner specified under section 17.

(5) The salaries and allowances payable to and other terms and conditions of service of—

(a) the State Chief Information Commissioner shall be the same as that of an Election Commissioner;

(b) the State Information Commissioner shall be the same as that of the Chief Secretary to the State Government:

Provided that if the State Chief Information Commissioner or a State Information Commissioner, at the time of his appointment is, in receipt of a pension, other than a disability or wound pension, in respect of any previous service under the Government of India or under the Government of a State, his salary in respect of the service as the State Chief Information Commissioner or a State Information Commissioner shall be reduced by the amount of that pension including any portion of pension which was commuted and pension equivalent of other forms of retirement benefits excluding pension equivalent of retirement gratuity:

Provided further that where the State Chief Information Commissioner or a State Information Commissioner if, at the time of his appointment is, in receipt of retirement benefits in respect of any previous service rendered in a Corporation established by or under any Central Act or State Act or a Government company owned or controlled by the Central Government or the State Government, his salary in respect of the service as the State Chief Information Commissioner or the State Information Commissioner shall be reduced by the amount of pension equivalent to the retirement benefits:

Provided also that the salaries, allowances and other conditions of service of the State Chief Information Commissioner and the State Information Commissioners shall not be varied to their disadvantage after their appointment.

(6) The State Government shall provide the State Chief Information Commissioner and the State Information Commissioners with such officers and employees as may be necessary for the efficient performance of their functions under this Act, and the salaries and allowances payable to and the terms and conditions of service of the officers and other employees appointed for the purpose of this Act shall be such as may be prescribed.

17. (1) Subject to the provisions of sub-section (3), the State Chief Information Commissioner or a State Information Commissioner shall be removed from his office only by order of the Governor on the ground of proved misbehaviour or incapacity after the Supreme Court, on a reference made to it by the Governor, has on inquiry, reported that the State Chief Information Commissioner or a State Information Commissioner, as the case may be, ought on such ground be removed.

(2) The Governor may suspend from office, and if deem necessary prohibit also from attending the office during inquiry, the State Chief Information Commissioner or a State Information Commissioner in respect of whom a reference has been made to the Supreme Court under sub-section (1) until the Governor has passed orders on receipt of the report of the Supreme Court on such reference.

(3) Notwithstanding anything contained in sub-section (1), the Governor may by order remove from office the State Chief Information Commissioner or a State Information Commissioner if a State Chief Information Commissioner or a State Information Commissioner, as the case may be,—

(a) is adjudged an insolvent; or

(b) has been convicted of an offence which, in the opinion of the Governor, involves moral turpitude; or

(c) engages during his term of office in any paid employment outside the duties of his office; or

(d) is, in the opinion of the Governor, unfit to continue in office by reason of infirmity of mind or body; or

(e) has acquired such financial or other interest as is likely to affect prejudicially his functions as the State Chief Information Commissioner or a State Information Commissioner.

(4) If the State Chief Information Commissioner or a State Information Commissioner in any way, concerned or interested in any contract or agreement made by or on behalf of the Government of the State or participates in any way in the profit thereof or in any benefit or emoluments arising therefrom otherwise than as a member and in common with the other members of an incorporated company, he shall, for the purposes of sub-section (1), be deemed to be guilty of misbehaviour.

CHAPTER V

POWERS AND FUNCTIONS OF THE INFORMATION COMMISSIONS, APPEAL AND PENALTIES

18. (1) Subject to the provisions of this Act, it shall be the duty of the Central Information Commission or State Information Commission, as the case may be, to receive and inquire into a complaint from any person,

(a) who has been unable to submit a request to a Central Public Information Officer or State Public Information Officer, as the case may be, either by reason that no such officer has been appointed under this Act, or because the Central Assistant Public Information Officer or State Assistant Public Information Officer, as the case may be, has refused to accept his or her application for information or appeal under this Act for forwarding the same to the Central Public Information Officer or State Public Information Officer or senior officer specified in sub-section (1) of section 19 or the Central Information Commission or the State Information Commission, as the case may be;

(b) who has been refused access to any information requested under this Act;

(c) who has not been given a response to a request for information or access to information within the time limit specified under this Act;

(d) who has been required to pay an amount of fee which he or she considers unreasonable;

(e) who believes that he or she has been given incomplete, misleading or false information under this Act; and

(f) in respect of any other matter relating to requesting or obtaining access to records under this Act.

(2) Where the Central Information Commission or State Information Commission, as the case may be, is satisfied that there are reasonable grounds to inquire into the matter, it may initiate an inquiry in respect thereof.

(3) The Central Information Commission or State Information Commission, as the case may be, shall, while inquiring into any matter under this section, have the same powers as are vested in a civil court while trying a suit under the Code of Civil Procedure, 1908, in respect of the following matters, namely:—

(a) summoning and enforcing the attendance of persons and compel them to give oral or written evidence on oath and to produce the documents or things;

(b) requiring the discovery and inspection of documents;

(c) receiving evidence on affidavit;

(d) requisitioning any public record or copies thereof from any court or office;

(e) issuing summons for examination of witnesses or documents; and

(f) any other matter which may be prescribed.

(4) Notwithstanding anything inconsistent contained in any other Act of Parliament or State Legislature, as the case may be, the Central Information Commission or the State Information Commission, as the case may be, may, during the inquiry of any complaint under this Act, examine any record to which this Act applies which is under the control of the public authority, and no such record may be withheld from it on any grounds.

19. (1) Any person who, does not receive a decision within the time specified in sub-section (1) or clause (a) of sub-section (3) of section 7, or is aggrieved by a decision of the Central Public Information Officer or State Public Information Officer, as the case may be, may within thirty days from the expiry of such period or from the receipt of such a decision prefer an appeal to such officer who is senior in rank to the Central Public Information Officer or State Public Information Officer as the case may be, in each public authority:

Provided that such officer may admit the appeal after the expiry of the period of thirty days if he or she is satisfied that the appellant was prevented by sufficient cause from filing the appeal in time.

(2) Where an appeal is preferred against an order made by a Central Public Information Officer or a State Public Information Officer, as the case may be, under section 11 to disclose third party information, the

appeal by the concerned third party shall be made within thirty days from the date of the order.

(3) A second appeal against the decision under sub-section (1) shall lie within ninety days from the date on which the decision should have been made or was actually received, with the Central Information Commission or the State Information Commission:

Provided that the Central Information Commission or the State Information Commission, as the case may be, may admit the appeal after the expiry of the period of ninety days if it is satisfied that the appellant was prevented by sufficient cause from filing the appeal in time.

(4) If the decision of the Central Public Information Officer or State Public Information Officer, as the case may be, against which an appeal is preferred relates to information of a third party, the Central Information Commission or State Information Commission, as the case may be, shall give a reasonable opportunity of being heard to that third party.

(5) In any appeal proceedings, the onus to prove that a denial of a request was justified shall be on the Central Public Information Officer or State Public Information Officer, as the case may be, who denied the request.

(6) An appeal under sub-section (1) or sub-section (2) shall be disposed of within thirty days of the receipt of the appeal or within such extended period not exceeding a total of forty-five days from the date of filing thereof, as the case may be, for reasons to be recorded in writing.

(7) The decision of the Central Information Commission or State Information Commission, as the case may be, shall be binding.

(8) In its decision, the Central Information Commission or State Information Commission, as the case may be, has the power to—

(a) require the public authority to take any such steps as may be necessary to secure compliance with the provisions of this Act, including—

(i) by providing access to information, if so requested, in a particular form;
(ii) by appointing a Central Public Information Officer or State Public Information Officer, as the case may be;
(iii) by publishing certain information or categories of information;
(iv) by making necessary changes to its practices in relation to the maintenance, management and destruction of records;
(v) by enhancing the provision of training on the right to information for its officials;
(vi) by providing it with an annual report in compliance with clause (b) of sub-section (1) of section 4;

(b) require the public authority to compensate the complainant for any loss or other detriment suffered;

(c) impose any of the penalties provided under this Act;

(d) reject the application.

(9) The Central Information Commission or State Information Commission, as the case may be, shall give notice of its decision, including any right of appeal, to the complainant and the public authority

(10) The Central Information Commission or State Information Commission, as the case may be, shall decide the appeal in accordance with such procedure as may be prescribed.

20. (1) Where the Central Information Commission or the State Information Commission, as the case may be, at the time of deciding any complaint or appeal is of the opinion that the Central Public Information Officer or the State Public Information Officer, as the case may be, has, without any reasonable cause, refused to receive an application for information or has not furnished information within the time specified under sub-section (1) of section 7 or malafidely denied the request for information or knowingly given incorrect, incomplete or misleading information or destroyed information which was the subject of the request or obstructed in any manner in furnishing the information, it shall impose a penalty of two hundred and fifty rupees each day till application is received or information is furnished, so however, the total amount of such penalty shall not exceed twenty-five thousand rupees:

Provided that the Central Public Information Officer or the State Public Information Officer, as the case may be, shall be given a reasonable opportunity of being heard before any penalty is imposed on him:

Provided further that the burden of proving that he acted reasonably and diligently shall be on the Central Public Information Officer or the State Public Information Officer, as the case may be.

(2) Where the Central Information Commission or the State Information Commission, as the case may be, at the time of deciding any complaint or appeal is of the opinion that the Central Public Information Officer or the State Public Information Officer, as the case may be, has, without any reasonable cause and persistently, failed to receive an application for information or has not furnished information within the time specified under sub-section (1) of section 7 or malafidely denied the request for information or knowingly given incorrect, incomplete or misleading information or destroyed information which was the subject of the request or obstructed in any manner in furnishing the information, it shall recommend for disciplinary action against the Central Public Information Officer or the State Public Information Officer, as the case may be, under the service rules applicable to him.

CHAPTER VI

MISCELLANEOUS

21. No suit, prosecution or other legal proceeding shall lie against any person for anything which is in good faith done or intended to be done under this Act or any rule made thereunder.

22. The provisions of this Act shall have effect notwithstanding anything inconsistent therewith contained in the Official Secrets Act, 1923, and any other law for the time being in force or in any instrument having effect by virtue of any law other than this Act.

23. No court shall entertain any suit, application or other proceeding in respect of any order made under this Act and no such order shall be called in question otherwise than by way of an appeal under this Act.

24. (1) Nothing contained in this Act shall apply to the intelligence and security organisations specified in the Second Schedule, being organisations established by the Central Government or any information furnished by such organisations to that Government:

Provided that the information pertaining to the allegations of corruption and human rights violations shall not be excluded under this sub-section:

Provided further that in the case of information sought for is in respect of allegations of violation of human rights, the information shall only be provided after the approval of the Central Information Commission, and notwithstanding anything contained in section 7, such information shall be provided within forty-five days from the date of the receipt of request.

(2) The Central Government may, by notification in the Official Gazette, amend the Schedule by including therein any other intelligence or security organisation established by that Government or omitting

therefrom any organisation already specified therein and on the publication of such notification, such organisation shall be deemed to be included in or, as the case may be, omitted from the Schedule.

(3) Every notification issued under sub-section (2) shall be laid before each House of Parliament.

(4) Nothing contained in this Act shall apply to such intelligence and security organisation being organisations established by the State Government, as that Government may, from time to time, by notification in the Official Gazette, specify:

Provided that the information pertaining to the allegations of corruption and human rights violations shall not be excluded under this sub-section:

Provided further that in the case of information sought for is in respect of allegations of violation of human rights, the information shall only be provided after the approval of the State Information Commission and, notwithstanding anything contained in section 7, such information shall be provided within forty-five days from the date of the receipt of request.

(5) Every notification issued under sub-section (4) shall be laid before the State Legislature.

25. (1) The Central Information Commission or State Information Commission, as the case may be, shall, as soon as practicable after the end of each year, prepare a report on the implementation of the provisions of this Act during that year and forward a copy thereof to the appropriate Government.

(2) Each Ministry or Department shall, in relation to the public authorities within their jurisdiction, collect and provide such information to the Central Information Commission or State Information Commission, as the case may be, as is required to prepare the report under this section and comply with the requirements concerning the furnishing of that information and keeping of records for the purposes of this section.

(3) Each report shall state in respect of the year to which the report relates,—

(a) the number of requests made to each public authority;

(b) the number of decisions where applicants were not entitled to access to the documents pursuant to the requests, the provisions of this Act under which these decisions were made and the number of times such provisions were invoked;

(c) the number of appeals referred to the Central Information Commission or State Information Commission, as the case may be, for review, the nature of the appeals and the outcome of the appeals;

(d) particulars of any disciplinary action taken against any officer in respect of the administration of this Act;

(e) the amount of charges collected by each public authority under this Act;

(f) any facts which indicate an effort by the public authorities to administer and implement the spirit and intention of this Act;

(g) recommendations for reform, including recommendations in respect of the particular public authorities, for the development, improvement, modernisation, reform or amendment to this Act or other legislation or common law or any other matter relevant for operationalising the right to access information.

(4) The Central Government or the State Government, as the case may be, may, as soon as practicable after the end of each year, cause a copy of the report of the Central Information Commission or the State Information Commission, as the case may be, referred to in sub-section (1) to be laid before each House of Parliament or, as the case may be, before each House of the State Legislature, where there are two Houses, and where there is one House of the State Legislature before that House.

(5) If it appears to the Central Information Commission or State Information Commission, as the case may be, that the practice of a public authority in relation to the exercise of its functions under this Act does not conform with the provisions or spirit of this Act, it may give to the authority a recommendation specifying the steps which ought in its opinion to be taken for promoting such conformity.

26. (1) The appropriate Government may, to the extent of availability of financial and other resources,—

(a) develop and organise educational programmes to advance the understanding of the public, in particular of disadvantaged communities as to how to exercise the rights contemplated under this Act;

(b) encourage public authorities to participate in the development and organisation of programmes referred to in clause (a) and to undertake such programmes themselves

(c) promote timely and effective dissemination of accurate information by public authorities about their activities; and

(d) train Central Public Information Officers or State Public Information Officers, as the case may be, of public authorities and produce relevant training materials for use by the public authorities themselves.

(2) The appropriate Government shall, within eighteen months from the commencement of this Act, compile in its official language a guide containing such information, in an easily comprehensible form and manner, as may reasonably be required by a person who wishes to exercise any right specified in this Act.

(3) The appropriate Government shall, if necessary, update and publish the guidelines referred to in sub-section (2) at regular intervals which shall, in particular and without prejudice to the generality of sub-section (2), include—

(a) the objects of this Act;

(b) the postal and street address, the phone and fax number and, if available, electronic mail address of the Central Public Information Officer or State Public Information Officer, as the case may be, of every public authority appointed under sub-section (1) of section 5;

(c) the manner and the form in which request for access to an information shall be made to a Central Public Information Officer or State Public Information Officer, as the case may be;

(d) the assistance available from and the duties of the Central Public Information Officer or State Public Information Officer, as the case may be, of a public authority under this Act;

(e) the assistance available from the Central Information Commission or State Information Commission, as the case may be;

(f) all remedies in law available regarding an act or failure to act in respect of a right or duty conferred or imposed by this Act including the manner of filing an appeal to the Commission;

(g) the provisions providing for the voluntary disclosure of categories of records in accordance with section 4;

(h) the notices regarding fees to be paid in relation to requests for access to an information; and

(i) any additional regulations or circulars made or issued in relation to obtaining access to an information in accordance with this Act.

(4) The appropriate Government must, if necessary, update and publish the guidelines at regular intervals.

27. (1) The appropriate Government may, by notification in the Official Gazette, make rules to carry out the provisions of this Act.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:—

(a) the cost of the medium or print cost price of the materials to be disseminated under sub-section (4) of section 4;

(b) the fee payable under sub-section (1) of section 6;

(c) the fee payable under sub-sections (1) and (5) of section 7;

(d) the salaries and allowances payable to and the terms and conditions of service of the officers and other employees under sub-section (6) of section 13 and sub-section (6) of section 16;

(e) the procedure to be adopted by the Central Information Commission or State Information Commission, as the case may be, in deciding the appeals under sub-section (10) of section 19; and

(f) any other matter which is required to be, or may be, prescribed

28. (1) The competent authority may, by notification in the Official Gazette, make rules to carry out the provisions of this Act.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:—

(i) the cost of the medium or print cost price of the materials to be disseminated under sub-section (4) of section 4;

(ii) the fee payable under sub-section (1) of section 6;

(iii) the fee payable under sub-section (1) of section 7; and

(iv) any other matter which is required to be, or may be, prescribed.

29. (1) Every rule made by the Central Government under this Act shall be laid, as soon as may be after it is made, before each House of Parliament, while it is in session, for a total period of thirty days which may be comprised in one session or in two or more successive sessions, and if, before the expiry of the session immediately following the session or the successive sessions aforesaid, both Houses agree in making any modification in the rule or both Houses agree that the rule should not be made, the rule shall thereafter have effect only in such modified form or be of no effect, as the case may be; so, however, that any such modification or annulment shall be without prejudice to the validity of anything previously done under that rule.

(2) Every rule made under this Act by a State Government shall be laid, as soon as may be after it is notified, before the State Legislature.

30. (1) If any difficulty arises in giving effect to the provisions of this Act, the Central Government may, by order published in the Official Gazette, make such provisions not inconsistent with the provisions of this Act as appear to it to be necessary or expedient for removal of the difficulty:

Provided that no such order shall be made after the expiry of a period of two years from the date of the commencement of this Act.

(2) Every order made under this section shall, as soon as may be after it is made, be laid before each House of Parliament.

31. The Freedom of Information Act, 2002 is hereby repealed

THE FIRST SCHEDULE
[*See* sections 13(*3*) and 16(*3*)]

Form of oath or affirmation to be made by the Chief Information Commissioner/the Information Commissioner/ the State Chief Information Commissioner/the State Information Commissioner

I, ..., having been appointed Chief Information Commissioner/Information Commissioner/ State Chief Information Commissioner/State Information Commissioner swear in the name of God solemnly affirm that I will bear true faith and allegiance to the Constitution of India as by law established, that I will uphold the sovereignty and integrity of India, that I will duly and faithfully and to the best of my ability, knowledge and judgment perform the duties of my office without fear or favour, affection or ill-will and that I will uphold the Constitution and the laws.".

THE SECOND SCHEDULE
(*See* section 24)

Intelligence and security organisation established by the Central Government

1. Intelligence Bureau
2. Research and Analysis Wing of the Cabinet Secretariat.
3. Directorate of Revenue Intelligence.
4. Central Economic Intelligence Bureau.
5. Directorate of Enforcement.
6. Narcotics Control Bureau.
7. Aviation Research Centre.
8. Special Frontier Force.
9. Border Security Force.
10. Central Reserve Police Force.
11. Indo-Tibetan Border Police.
12. Central Industrial Security Force.
13. National Security Guards.
14. Assam Rifles.
15. Special Service Bureau.
16. Special Branch (CID), Andaman and Nicobar.
17. The Crime Branch-C.I.D.- CB, Dadra and Nagar Haveli.
18. Special Branch, Lakshadweep Police.

Sd/-
T.K. VISWANATHAN
Secy. To the Govt. of India

7495.2

No. 1-34020/2/2005-RTI **Dated, the 28th February, 2006**

OFFICE MEMORANDUM

Subject: Right to Information Act, 2005-Clarification on (i) applications received without 'application fee' and (ii) cases where the applicant does not respond for long/does not respond at all after being intimated by the PIO to deposit the 'fee for providing the information'/inspection of the relevant records etc.

The undersigned is directed to say that this Department had referred to the DoP&T the following two points for clarification under the RTI Act, 2005:

(i) Whether the applications received without the prescribed 'application fee' of Rs.10/- are to be entertained under the RTI Act and in case the application is to be entertained without the 'application fee' what should be the crucial date from which the period of 30 days, as prescribed under Section 7(1), is to be counted. Whether it should be the date of receipt of the request (without application fee) or from the subsequent date on which the 'application fee' of Rs.10/- is actually deposited by the applicant.

(ii) The time/period up to which the cases are to be kept open/pending where the appliant after being intimated by the public authorities/PIOs to deposit the 'fee for providing the information'/inspection of the records, either enters into protracted correspondence on any count or chooses not to respond at all.

2. The DoP&T vide their D.O. No. 10/11/2006-IR dated February nil, 2006 have clarified as uder:

".....the applications received without the prescribed application fee of Rs.10/- shall be deemed to be an invalid request and cannot therefore, be entertained. Further, the Act does not provide any time period during which the requester is required to deposit the further fees representing the cost of providing the information and in terms of Section 7(3)(a), the entire period between the dispatch of intimation to make the said deposit and payment of fees shall be excluded for the purpose of calculating the period of thirty days referred to in Section 7(1)".

3. All concerned may please see for information and necessary action.

7495.3

No. 1-34020/2/2005-RTI **Dated, the 31st July, 2006**

OFFICE MEMORADUM

Subject: Right to Information (Regulation of Fee & Cost) Rules, 2005-Amendment thereto

The undersigned is directed to enclose a copy of Ministry of Personnel, Public Grievances and Pensions, Department of Personnel & Training's Office Memorandum No. 34012/8/2005-Estt. (B) dated 30th May, 2006, alongwith a copy of Notification No. {GSR 294 (E)} 34012/8(s)/2005-Estt. (B) dated 17th May, 2006 published in the Gazette of India Extraordinary dated 18th May, 2006 on the above subject for information and necessary action.

2. A copy of CCA's office letter No. G.PPAO/RTH/4(5) RTI Act/2006.07/179 dated 14.07.2006 containing

(Enclosure to Ministry of Shipping, Road Transport & Highways, (Department of Road Transport & Highways), (RTI Section) letter No. I-34020/2/2005-RTI dated 31.7.2006)

7495/26

No. 34012/8(s)/2005-Estt. (B) **Dated, the 30th May, 2006**

OFFICE MEMORANDUM

Subject: Right to Information (Regulation of Fee & Cost) Rules, 2005-Amendment thereto

The undersigned is directed to send herewith a copy of Department of Personnel and Training's notification no. 34012/8(s)/2005-Estt. (B) dated 17th May, 2006, published in the Gazette of India Extraordinary [GSR 294 (E)] dated 18th May, 2006 for information and necessary action.

2. The Ministries/Departments etc. are requested to bring the above amendment to the notice of all the public authorities under their administrative control.

रजिस्ट्री सं.डी.एल.-33004/99 **Dated, the 18th May, 2006**

भारत का राजपत्र

असाधारण

भाग II-खण्ड 3-उप-खण्ड (i)

प्राधिकार से प्रकाशित

कार्मिक, लोक शिकायत और पेंशन मंत्रालय

(कार्मिक और प्रशिक्षण विभाग)

अधिसूचना

सा.का.नि. 294(अ)-केन्द्रीय सरकार, सूचना का अधिकार अधिनियम, 2005 (2005 का 22) की धारा 27 की उप-धारा (2) के खंड (ख) और खंड (ग) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, सूचना का अधिकार (फीस और लगात का विनियमन) नियम, 2005 का और संशोधन करने के लिए निम्नलिखित नियम बनाती है, अर्थात्:-

1. **संक्षिप्त नाम और प्रारंभ**

(1) इन नियमों का संक्षिप्त नाम सूचना का अधिकार (फीस और लागत का विनियमन) संशोधन नियम, 2006 हैं।
(2) ये राजपत्र में प्रकाशन की तारीख को प्रवृत्त होंगे।

2. सूचना का अधिकार (फीस और लागत का विनियमन) नियगम, 2005 में,"

(क) नियम 3 में, ''बैंकर चैक'' शब्दों के पश्चात् ''या भारतीय पोस्टल आर्डर'' शब्द अंत:स्थापित किए जाएंगे;
(ख) नियम 4 में, ''बैंकर चैक'' शब्दों के पश्चात् ''या भारतीय पोस्टल आर्डर'' शब्द अंत:स्थापित किए जाएंगे;
(ग) नियम 5 में, ''बैंकर चैक'' शब्दों के पश्चात् ''या भारतीय पोस्टल आर्डर'' शब्द अंत:स्थापित किए जाएंगे;

Ministry of Personnel, Public Grievances and Pensions
(Department of Personnel & Pension)

No. 34012/8(S)/2005-Estt. (B) **Dated, the 17th May, 2006**

NOTIFICATION

G.S.R. 294(E).–In exercise of the powers conferred by clauses (b) and (c) Sub-section (2) of Section 27 of the Right to Information Act, 2005 (22 of 2005), the Central Government hereby makes the following rules further to amend the Right to Information (Regulation of Fee and Cost) Rules, 2005, namley:-

1. Short Title and Commencement.–(1) These rules may be called the Right to Information (Regulation of Fee and Cost) Amendment Rules, 2006.

(2) They shall come into force on the date of their publication in the Official Gazette.

2. In the Right to Information (Regulation of Fee and Cost) Rules, 2005–

(a) in rule 3, after the words "bankers cheque", the words "or Indian Postal Order" shall be inserted;
(b) in rule 4, after the words "bankers cheque", the words "or Indian Postal Order" shall be inserted;
(c) in rule 5, after the words "bankers cheque", the words "or Indian Postal Order" shall be inserted;

C.B. Paliwal,
Jt. Secy.

Note: The principal rules were published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-secion (i), dated the 1st October, 2005 vide number G.S.R. 336 dated the 16th September, 2005 and were amended vide number G.S.R. 649(E) dated the 27th October, 2005.

7495.4

No. I-34012/3/2006-RTI **Dated, the 5th February, 2007**

OFFICE MEMORANDUM

Subject: Exemption from Payment of Fee for Accessing to Information in Respect of RTI Act '2005-Clarification reg.

The undersigned in directed to say that Section 7(5) of The Right to Information Act, 2005 provides for that where access to information is to be provided in the printed or in any electronic format, the applicant shall, subject to the provisions of sub-section (6), pay such fee as may be prescribed: Provided that the fee prescribed under sub-Section (1) of Section 6 and sub-Section (1) and (5) Section 7 shall be reasonable and no such fee shall be charged from the persons who are of below poverty line as may be determined by the appropriate Government.

All the Public Information Officers and Designed Officers (de facto PIOs) are therefore requested that no fee may be charged from the applicant whose status is below poverty line.